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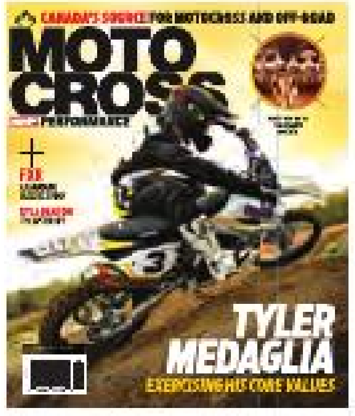
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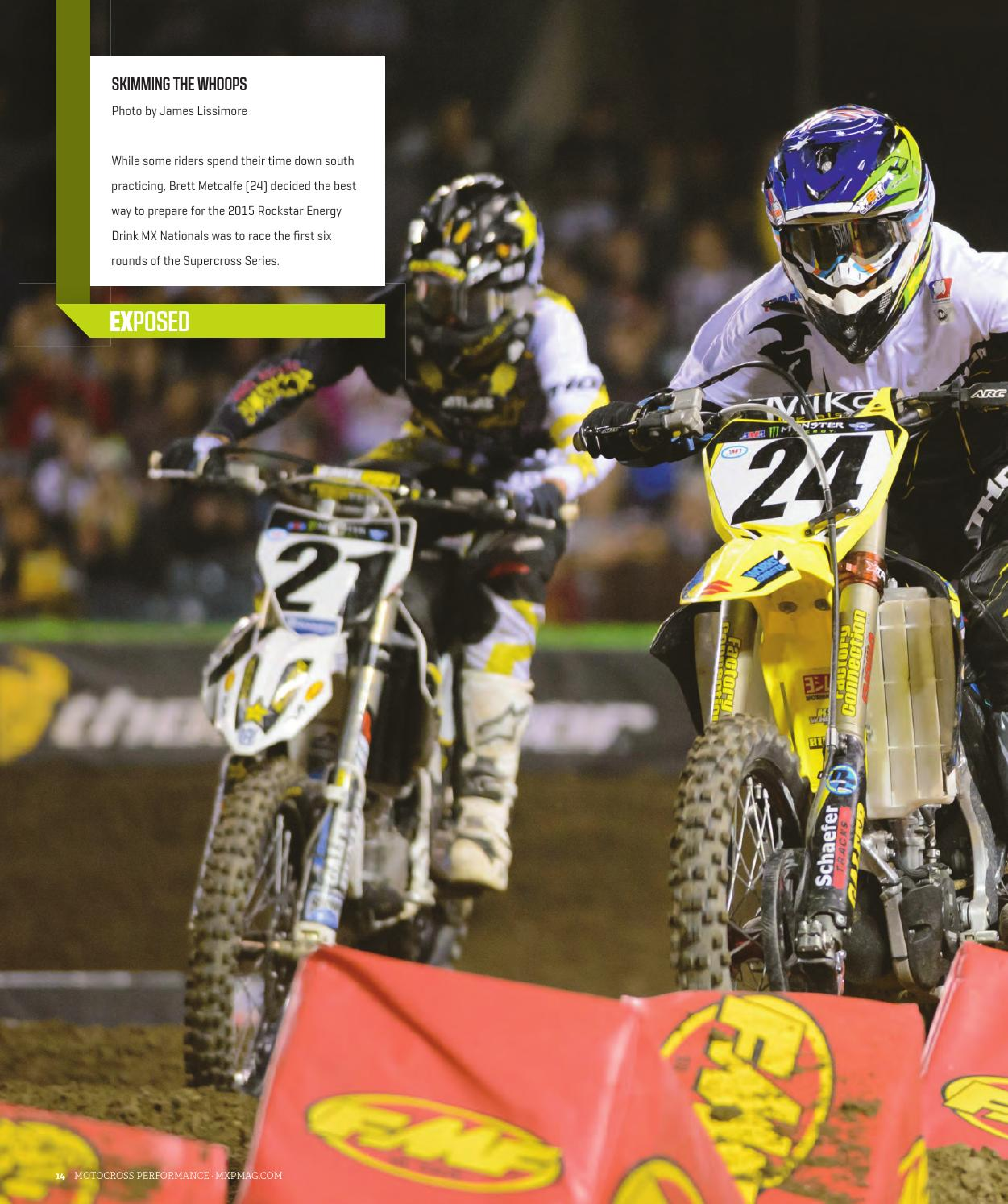

### SKIMMING THE WHOOPS

Photo by James Lissimore

While some riders spend their time down south practicing, Brett Metcalfe (24) decided the best way to prepare for the 2015 Rockstar Energy Drink MX Nationals was to race the first six rounds of the Supercross Series.

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## THE YOUNG GUNS

Photo by James Lissimore

During the first few rounds of the 2015 Monster Energy AMA SX Series, Chad Reed found out the hard way just how aggressive his younger competitors have become.

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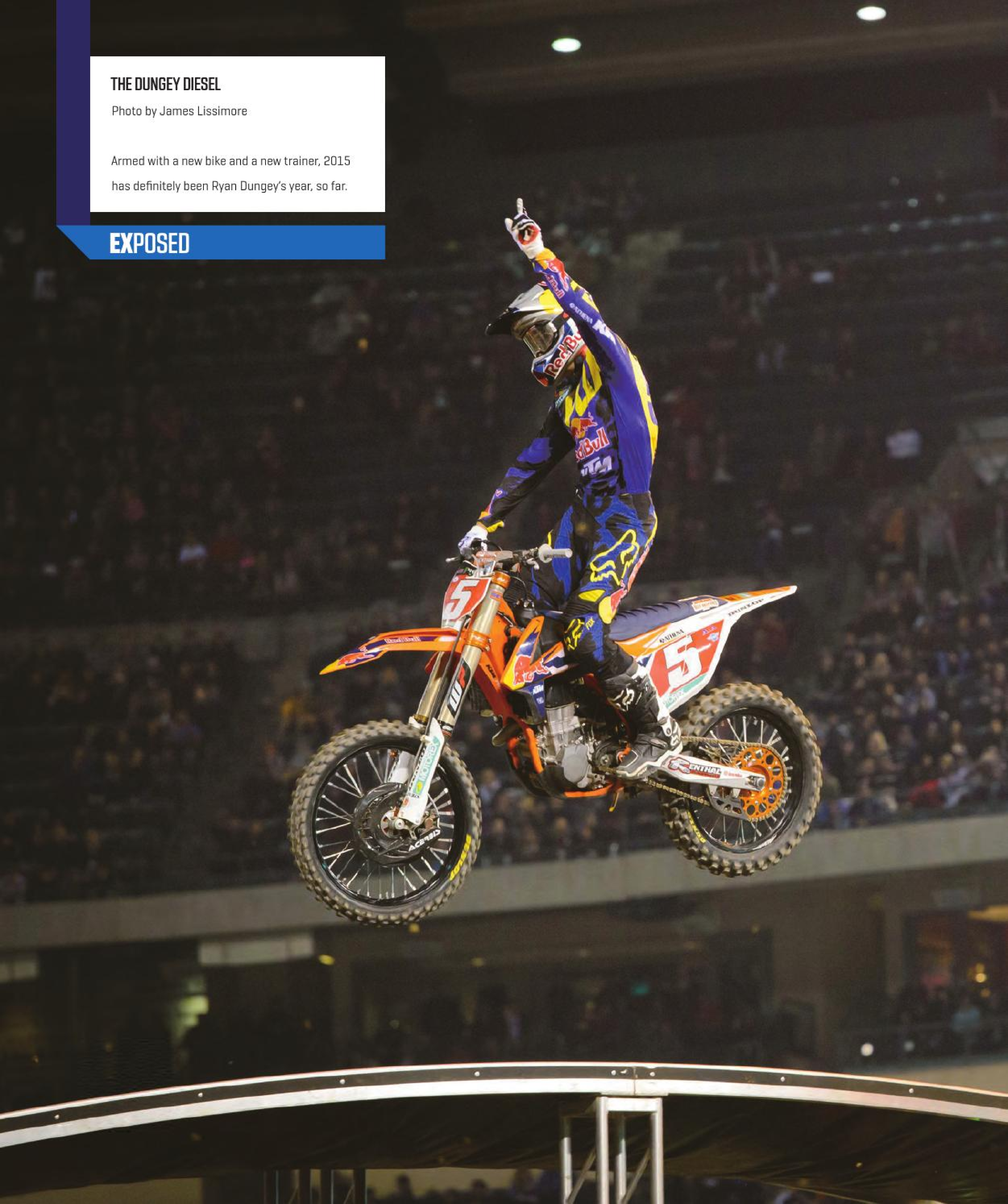
### THE DUNGEY DIESEL

Photo by James Lissimore

Armed with a new bike and a new trainer, 2015 has definitely been Ryan Dungey's year, so far.



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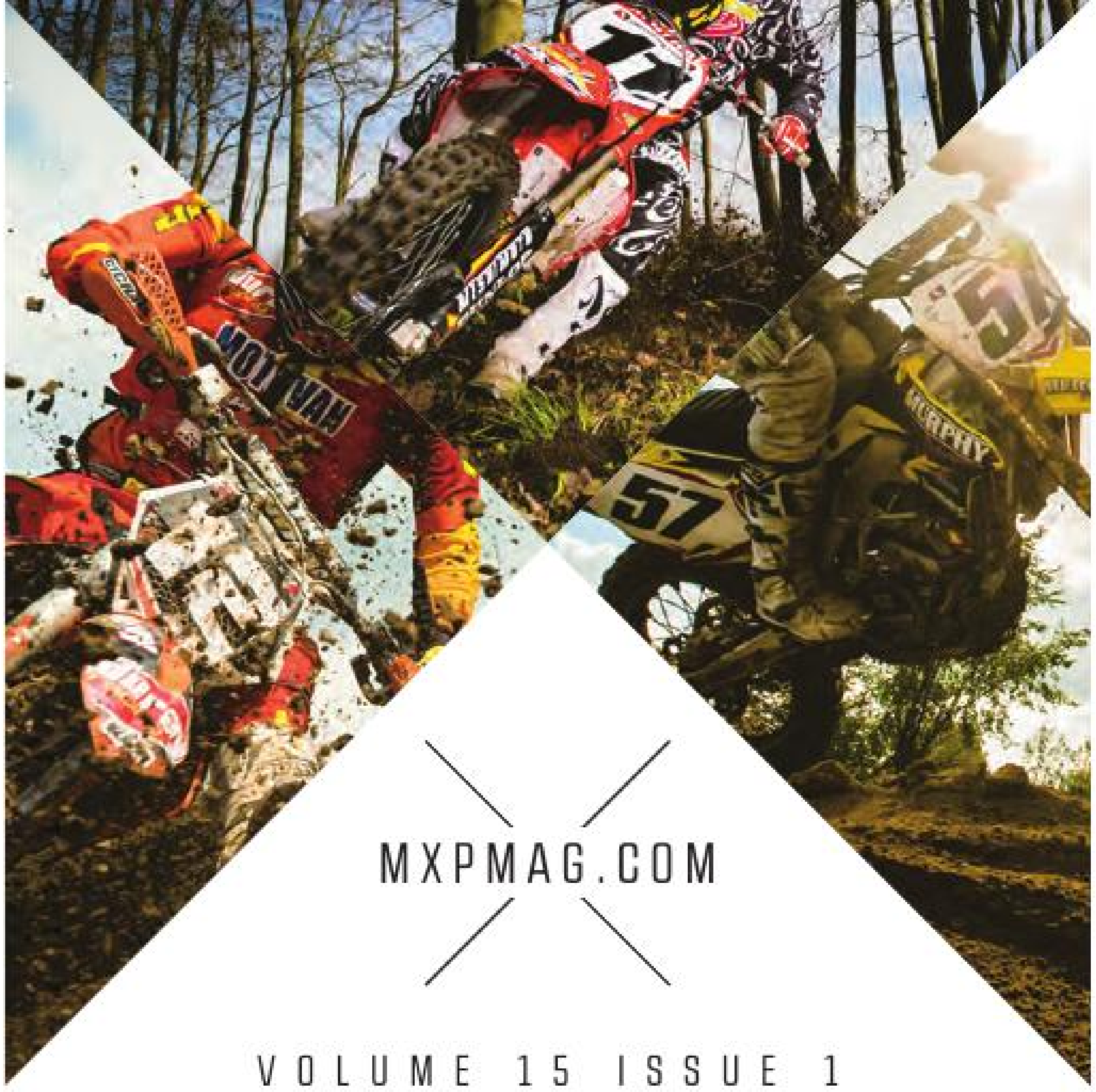

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VOLUME 15 ISSUE 1

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SUBSCRIPTIONS: 416-635-MXP1

**PUBLISHER:**
Charles Stancer/Mark Stallybrass
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Charles Stancer
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Canadian Publications Mail
Products Sales Agreement# 41831514
MX PERFORMANCE is published 7 times per year
Canadian Postmaster:
**SEND ADDRESS CORRECTIONS TO:**
**PO BOX 171 STOUFFVILLE, ONTARIO L4A 7Z5**

**SUBSCRIPTION RATES: (1 YEAR)**
**CANADA $15.00CDN., U.S.A. $20.00US**
**416-635-MXP1**

Canada

**MX PERFORMANCE IS PRINTED IN CANADA**

DESIGN AND PRODUCTION BY

PERFORMANCE PUBLICATIONS
media group

**GROUP PUBLISHER & CEO:** Tim Rutledge
**ART DIRECTOR:** Mike Chan
**GRAPHIC DESIGNERS:** Patrick Beltijar, Patrick Dinglasan, Queue Gonzalez, Edward Shintani
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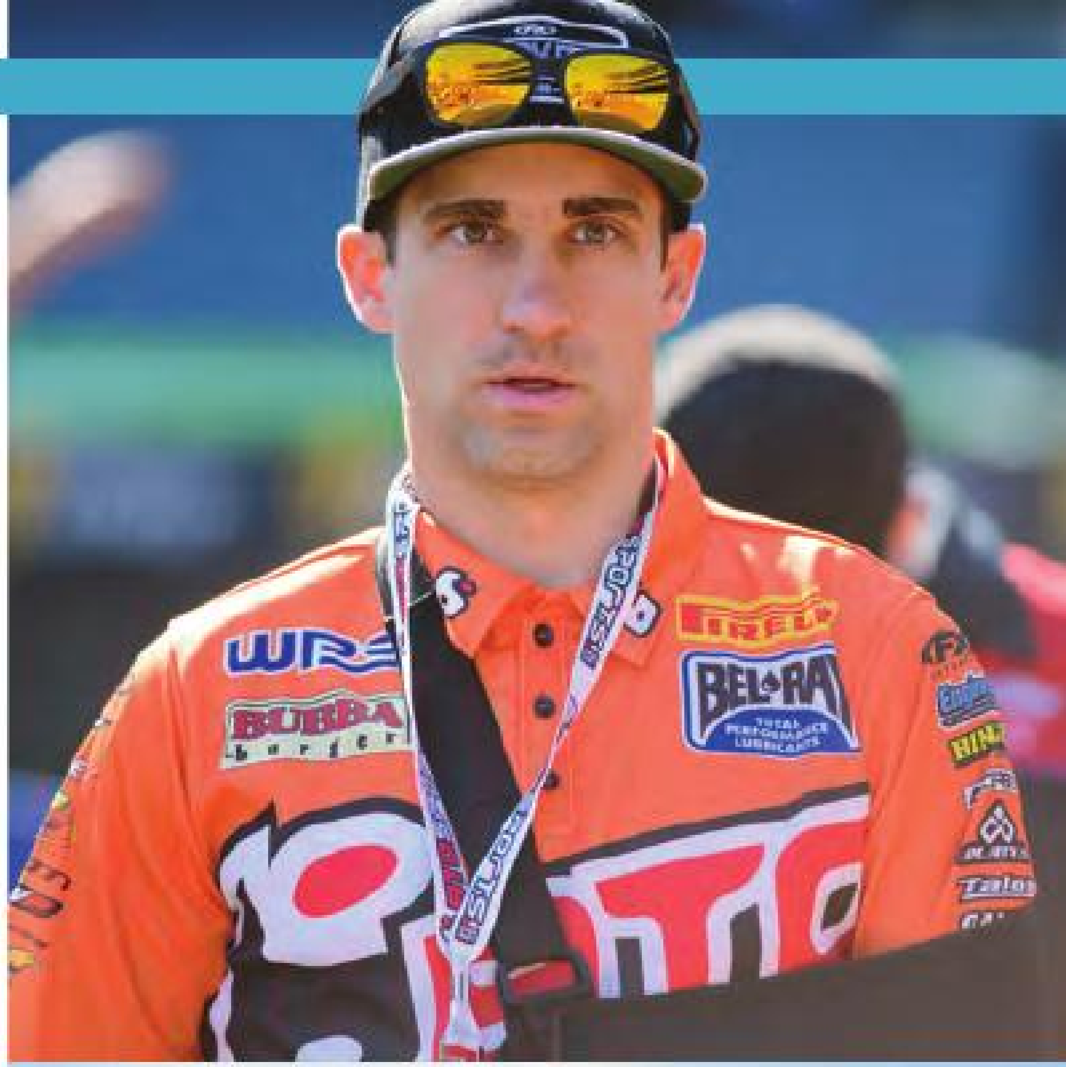

**Left:** The Flying Freckle has done wonders with Cole Seely in 2015.

**Right:** The one armed man still does the track walk at A3.

HEAT
1
TRACK CREW

**Far Left:** Team Chiz wishes all tracks were like Ulverton.

**Left:** A perfect reminder of where we are in the program.

**Right:** The famous A of Angel Stadium stands tall at round five.

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Kawasaki
5

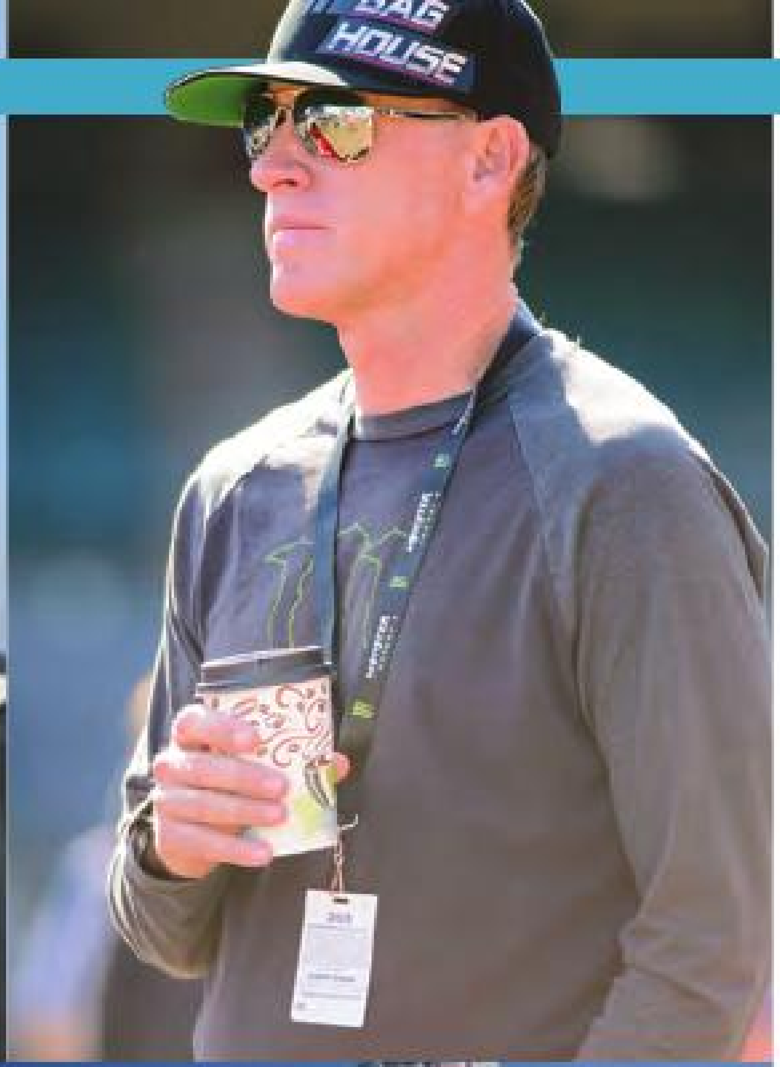
REED
22
AMERICA'S
BLACK FLAG

**Left:** "The Man" calmly discusses another win.

**Right:** Safe to say that Reed and his butt weren't happy with his black flag.

# CAUGHT ON CAMERA

PHOTOS BY JAMES LISSIMORE AND MXP STAFF



**Above:** Josh Hill and Larry Brooks have to squint to see the right line.

**Above Right:** This year the O'Show has tried to inject some of his style into JB51.

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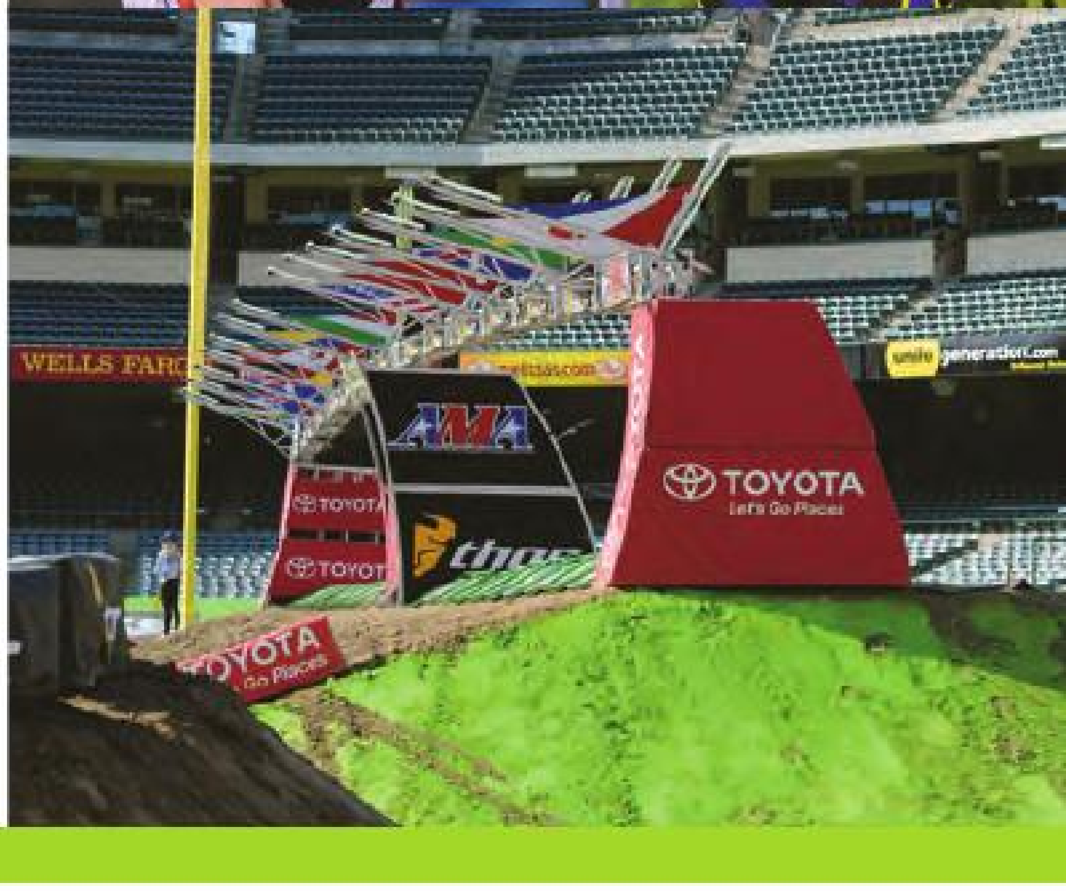
**Above:** Weston Peick never misses a chance to work on his corners.

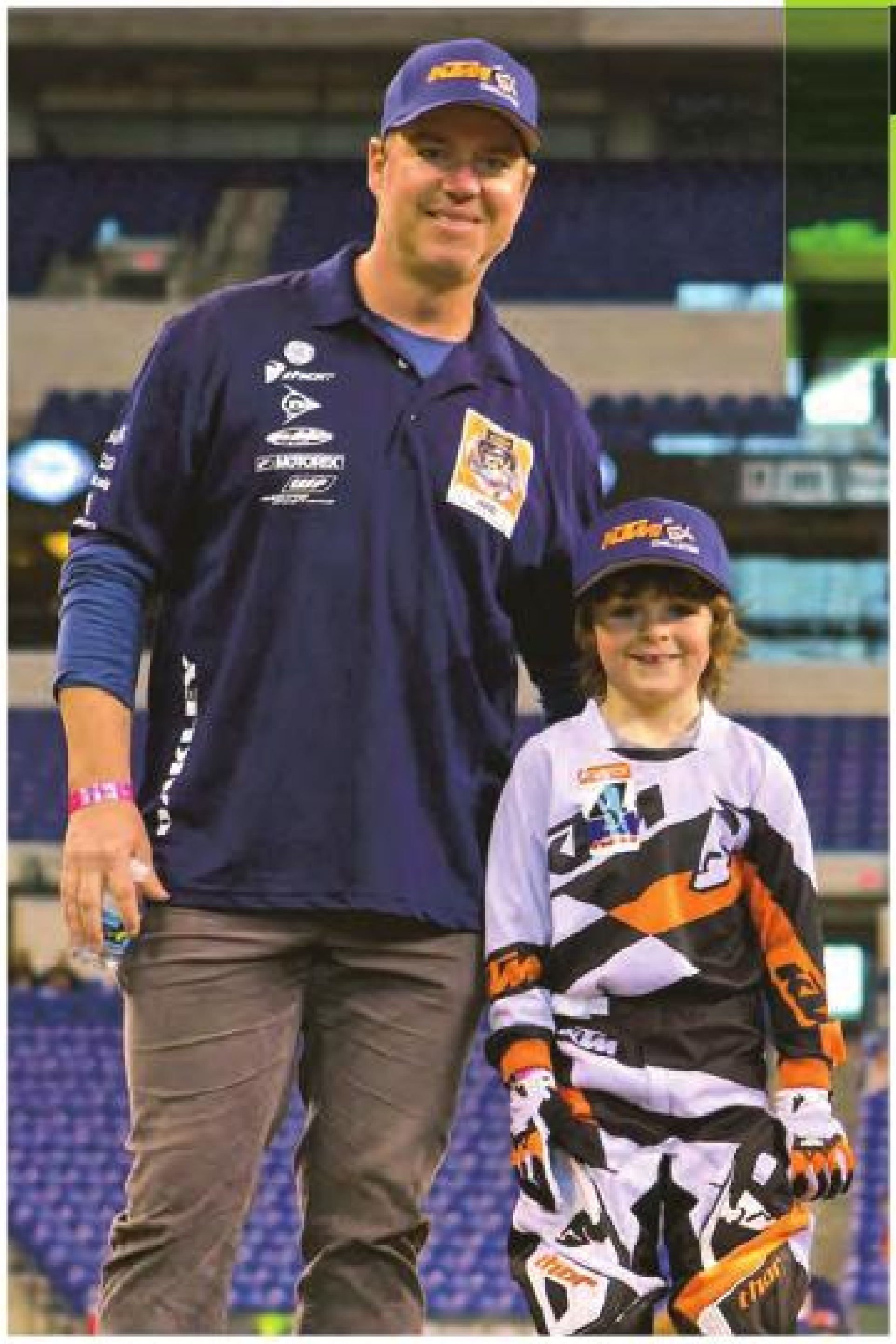
**Left:** With his long legs, Austin Politelli is the new Mike Bell of SX.

**Bottom Left:** Friends and former teammates celebrate success.

**Below:** Seely is no doubt telling some old Jeff Ward stories.

**Bottom Right:** The start at A3 was put on a pedestal.





# The Exciting Road Ahead

WITH CHRIS POMEROY
PHOTOS BY MATT WELLUMSON

Well everyone, we have all made it through another cold Canadian winter and the 2015 racing season is in full swing. For the talented amateur riders in this great country, some will be getting ready to compete in one of the many Parts Canada TransCan ANQs that are running from coast to coast. For our elite pro riders, they're hard at it pounding motos and doing every little thing they can to be ready for the opening round of the 2015 Rockstar Energy Drink Motocross Nationals in Kamloops, BC. Yes, we in Canadian motocross are a versatile bunch as we can go from shoveling snow one day to lining up at an important race the next. I think this is one of the many reasons we're such a unique group of riders.

One of the stories in this first MXP issue of 2015 is an Orange Brigade Road Trip story that recounts my family's trip through the USA, eventually ending up at the Indianapolis SX. There aren't too many motocross families out there who haven't all piled into their vehicle and taken a similar road trip. In some provinces, like Alberta and BC where the races are sometimes spread out over hundreds of kilometers, it happens every weekend. My point is that during those seemingly endless miles on the road, some of the most interesting conversations take place.

On one of the legs of our March road trip, we started talking about the 2015 motocross season and what it might bring, both on a personal level and in general. My seven-year-old son was the first to mention how awesome the 2015 Rockstar Energy Drink MX Nationals are going to be. Of course I agreed with his statement, however before I could even reply he started rhyming off the names of a few of the riders that will be competing for our National Championships. Metcalfe, Facciotti, Goerke, Kiniry, Medaglia, Thompson, and he also mentioned Nathan Bles could also have a great summer. And that was "just the MX1 class," he mentioned as he finished his sentence.

Not only during our conversation but for almost an hour afterwards, I couldn't stop thinking about how we could be on the precipices of the greatest season in Canadian motocross. Think about it for a minute; lining up in Kamloops, fans will get to watch no less than five former champions compete for glory on Canadian soil. That star power is not only unheard of in this series, but in any series on the planet. The racing in both the MX1 and MX2 classes is going to be intense, and whomever comes out on top after ten long rounds will certainly be deserving.

Of course, this is just at the pro level. In the amateur classes the talent pool has also never been deeper as each province in Canada now boasts a group of very fast kids. The future is very bright for this sport in Canada, both in the next few months and beyond. I personally feel very fortunate to be a part of it, especially because I'm going to have a front row seat to all of the action from coast to coast.

I hope everyone enjoys this issue of MXP and its great mixture of stories inside. Each feature came from the heart, and as the editor I'm very proud of them all. I hope reading through this first issue of 2015 will help pass the time on one of your early season road trips, the same way some great bench racing did on ours. See you at the races! **MXP**

> *"Think about it for a minute; lining up in Kamloops, fans will get to watch no less than five former champions compete for glory on Canadian soil. That star power is not only unheard of in this series, but in any series on the planet."*

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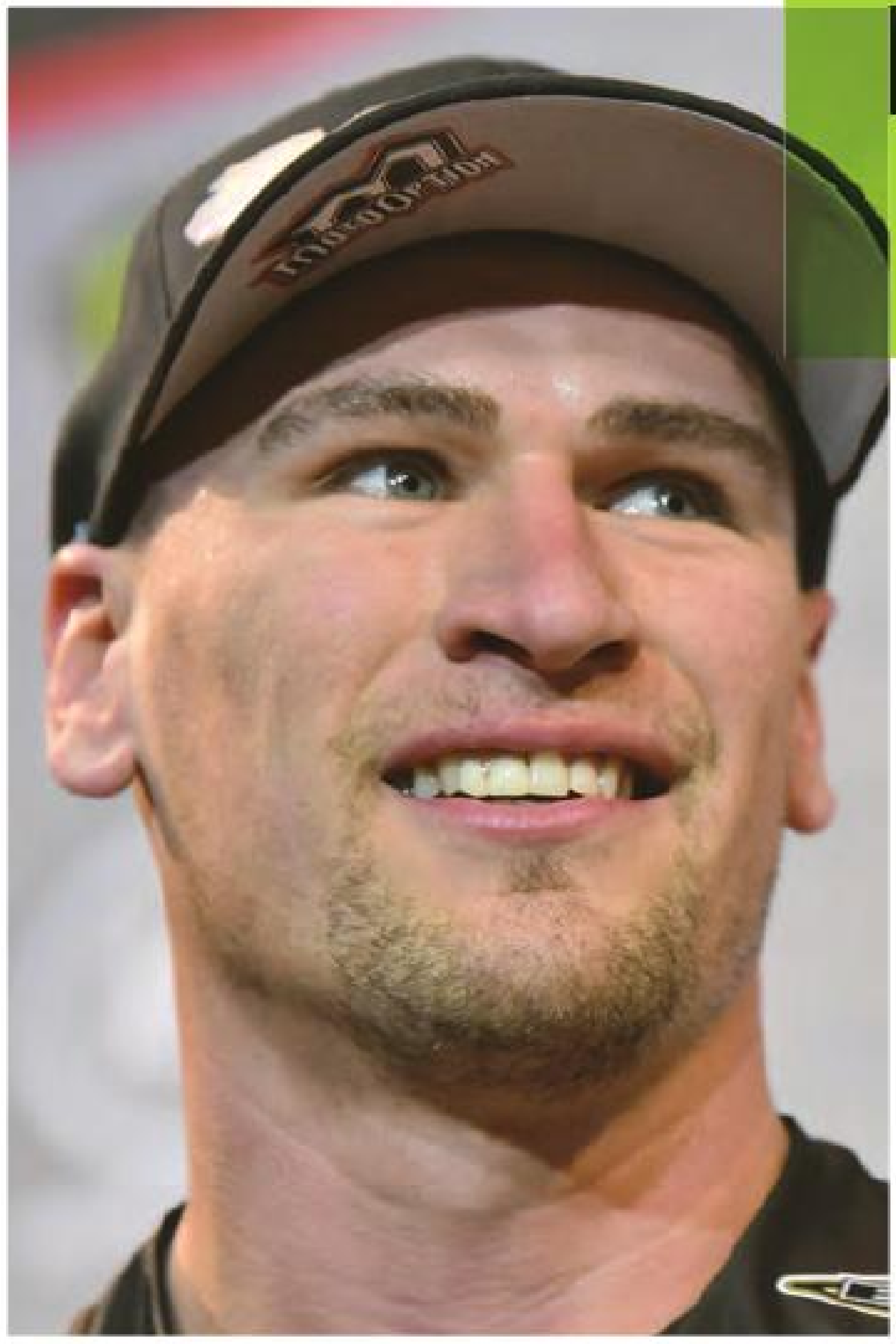
[1]Based on a comparison of 2015 EnerGuide highway fuel consumption ratings for 2015 Ram 1500 4x2 with 3.0L EcoDiesel HFE V6 and 8-speed automatic (up to 35 MPG highway) and 2015 Ford F-150 4x2 EcoBoost V6 6-speed automatic (up to 31 MPG highway). [2]Based on 2500/250 and 3500/350 class pickups. [3]Longevity based on entire Ram Pickup lineup compared to competitive pickups. Based on IHS Automotive: Polk Canadian Vehicles in Operation data as of July 1, 2014, for MY 1988–2014 for all large pickups sold and available in Canada over the last 27 years. [4]Based on third-party Canadian competitive 'trade-in' data for MY2008 to MY2013 new full-size pickups.



# Preparing For A Common Goal

WITH BOBBY KINIRY
PHOTO BY MICHAEL VIZER

We are in the off-season of the CMRC Rockstar Energy Drink MX Nationals and I think that it's funny to look at the different ways of preparation as we approach the 2015 season. As professional motorcycle racers, we try to prepare ourselves the best we can to be as sharp physically and mentally on our motorcycles for 100 minutes. Everyone has their own system and beliefs on what works for doing this. Some people only ride outdoors while some people ride different disciplines of racing, such as off-road, Supercross, or Arenacross. I'm a firm believer that any form of racing on a motorcycle can move you forward towards the ultimate goal of winning the CMRC Rockstar Energy Nationals.

As I was finishing the racing season in Europe following the outdoors, I started testing down in Georgia for the 2015 arenacross season on my new Yamaha 250. While I was doing that, I ran into the Medaglias and other fellow competitors from the Canadian motocross circuit. It's always fun to see familiar faces while traveling at any practice or race facility. While in Europe, tight groups of different nationalities seem to find each other such as Americans and Canadians, and then you have all of the Europeans from many different countries. But as we get older it's funny how those groups start to blend. Once you do a lot of races together you tend to grow that common ground and racer friendship.

When I went down south after New Years to continue my training on the Supercross and Arenacross tracks, I ran into more familiar faces from our Canadian National circuit. Fellow competitors Colton Facciotti and Kyle Keast were spinning laps with Tyler and Jeremy Medaglia, just to name a few. I couldn't help but think to myself that it was almost like a National out there. While they were pounding out laps and practicing a certain discipline of riding, I myself was doing the same thing on the Supercross track. Again, I say it's funny to see the difference. I feel one thing is better for me as they feel one thing is better for them.

We all respect each other's racing and riding abilities as well as each other's preparation theories. Each person seems to know what works for them as we get further into our careers.

I, for one, am one of those people that need to race every week. I tried sitting out the winter season from racing last year to have one sole focus of outdoors. I found in doing this, for a few weeks I struggled to get my legs under me while racing again. Then you can look at Colton Facciotti to see what clearly works for him with racing only the CMRC series and just having one main goal and focus. Again, we are all different. I just took notice to this while prepping for a different series and thought I would share.

I think this year will be one of the best years to follow the CMRC Rockstar Energy Drink MX Nationals. There will be a lot of top contenders racing that know what works for them in the off-season to come prepared and ready to do battle for two 35 minute motos every week for ten weeks and be at the top of their game while doing it. I know I am excited to be a part of this action and hopefully I'll be one of those contenders. I'm having a good winter and am looking forward to seeing everyone this summer. **MXP**

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> *"Once you do a lot of races together you tend to grow that common ground and racer friendship."*

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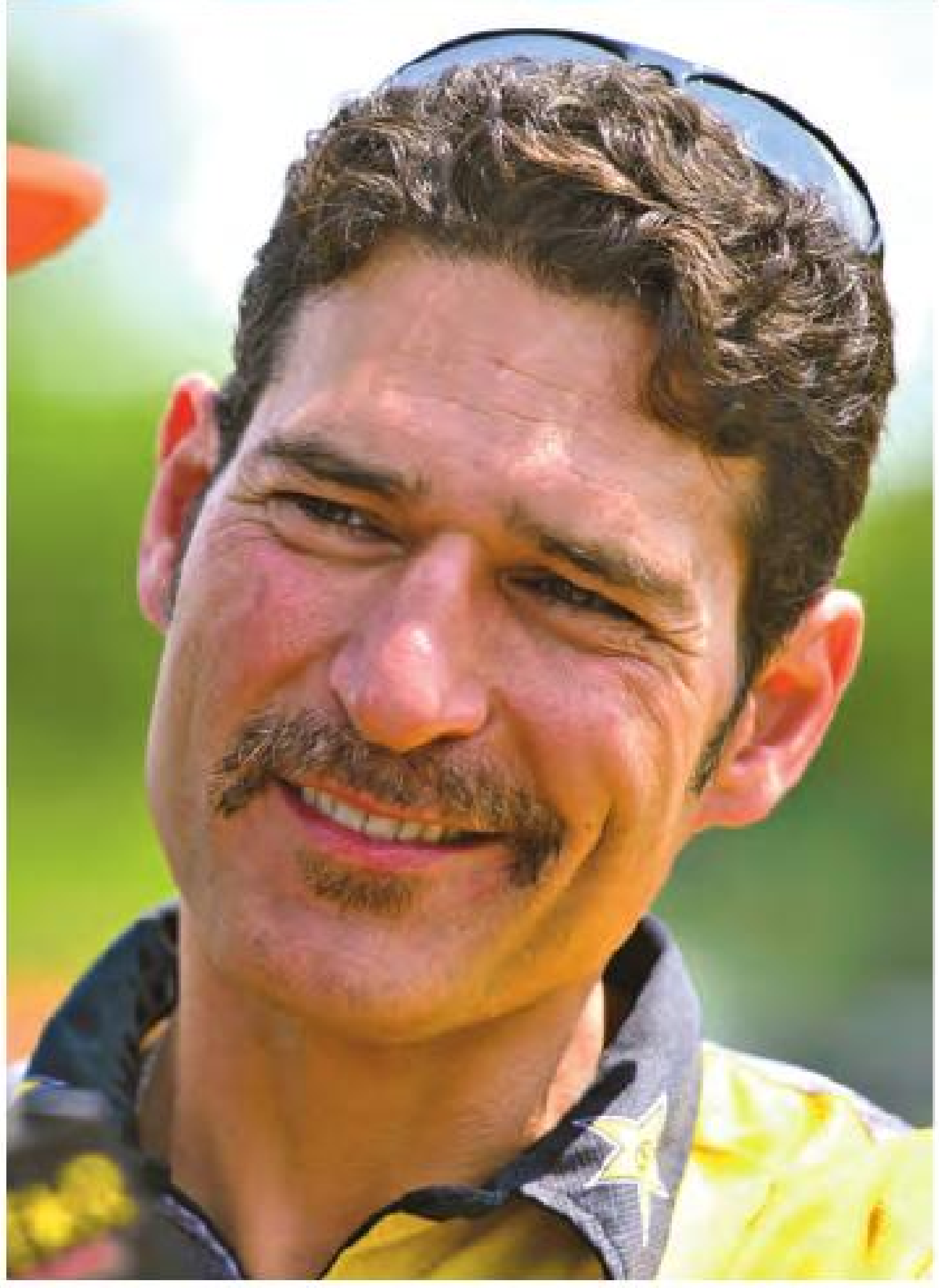

# Politically Correct

WITH BRIAN KOSTER
PHOTO BY JAMES LISSIMORE

Politics suck, be it globally, nationally, regionally, at your workplace, and even in your family. From the beginning, government politics were designed to help serve taxpaying citizens but we see how miserably this process has failed us. It seems the entire scene is filled with self-serving individuals whose ethics are questionable, and I'm talking right across the board here. It doesn't matter what country or at what layer of government, glaring flaws are ever present. All one has to do is talk off the record with most any government employee and the theme of wastefulness and ill thought spending becomes evident. The layers of bureaucracy are filled with endless streams and reams of paper talking in circles, usually geared to either protect or throw under the bus someone or some entity. Granted, some officials are there for the right reasons but many of the truly good ones are ousted by their peers...or worse. I have seen, firsthand, government corruption on many levels throughout the different regions of Canada I've lived in over the years. One becomes a little jaded or unsettled at the election promises (lies) and how these campaigns operate, and how the word justice breaks down to "just us"...being them and "not us" (lol). One has to keep it light or this stuff can and will drive you crazy if you don't keep a sense of humour about it. Somewhere along the line the term in politics "public service" has managed to morph into "self-service". Of course we all care the most about ourselves and our families but there is a responsibility to serve the public when they have elected you and are paying your salary, which in Canada is a handsome sum. You also often hear about candidates at election time being the "lesser of two evils." What ever happened to the "greater of two goods?" This greater of two goods is something I'm afraid will not be the case in any foreseeable future.

Yet even with such nonsense going on from top to bottom, we are blessed to live here in Canada. Yes, we pay some of the highest taxes in the world, which afford politicians so much leeway for failure and waste, but generally have a great country to call home. Sometimes I wonder why I am so proud to be a Canadian. Perhaps one only has to look at why many foreigners want to move and live here. This is an easy indication that no matter what goes on in the upper chambers, we still have a pretty damn good life here, comparatively speaking. But of course there are still so many facts and facets that are troubling when one looks back at what life was like in this country, say thirty or forty years ago. Today we have to work much harder, much longer and are under more stress to achieve and perform to even come close to equalling the quality of life our fathers provided. I came from a humble, blue collar upbringing. In those days it was not mandatory to have our mothers work, but today if you want to stand a chance at economic success, a dual income is a must. With mothers working so much, who is raising our children?

So what does all this have to do with motocross and our industry? Well, in this sport there are plenty of politics whether you realize it or not. From the most menial positions right to the top, politics is a way of life. Be careful what you say, who you say it to or in front of, or beware the repercussions. In an industry this small you don't have to look far for someone willing to put a knife in your back to suit their own interests, so best mind your Ps and Qs. In an industry this small, word gets out pretty quickly about whose heart is in the right place. Us simpletons, who just love and are passionate about the sport, become an easy target for the others with less fervent appreciation for motocross racing, or worse, with dollar signs in their eyes.

I suppose what got me on this rant is the recent CMA and the Motocross of Nations debacle. What in the hell has the CMA done for motocross in Canada lately? By lately I mean over the last 20 plus years, other than hamper our presence at the world's most prestigious motocross event. I get the politics - grasping with one hand what little power and control they have left to wield. I get and see the desperation to remain relevant in an evolving world, a world in which you are not included. For the CMA it has been a hellish transformation from hero to zero, but it has been their own undoing from the inside out. Racers just want to race and not be bothered with these bothersome realities of politics.

Last year was perhaps one of the most successful efforts our country has made for the MX of Nations for many years. Maybe not so much in the results department, but in funding and preparation. Last year, with new team management, things were going in the right direction for Team Canada. Riders were happy, the involved manufacturers were happy and the Canadian fans were happy. So why has the CMA pulled the plug on last year's manager and decided to "go in a different direction" for 2015? Maybe last year's team manager should have bit his tongue and listened instead of spoken at times? Maybe he should have been the class suck-up to ensure the position for years to come? Either way, this is a job where passion should come first as it's a ton of work, basically all on a voluntary, non-profit platform. Ryan Gauld did a good job. Love him or hate him, credit is due where credit is due. He put this thing together with a lot of leg work on his own. I was very proud of the job he did, and I think the riders and mechanics had the best des Nations experience with him at the helm to date.

I figured Ryan would be poised for this position for many years to come and become synonymous with the role as team manager. It's a role I think would have well suited him, a role I feel would have helped him gain experience and mature not only as a businessman but as a role model to young riders and as a person in general. So all the experience he gained last year will be thrown out the window...only time will tell what the future holds for Team Canada. MXP

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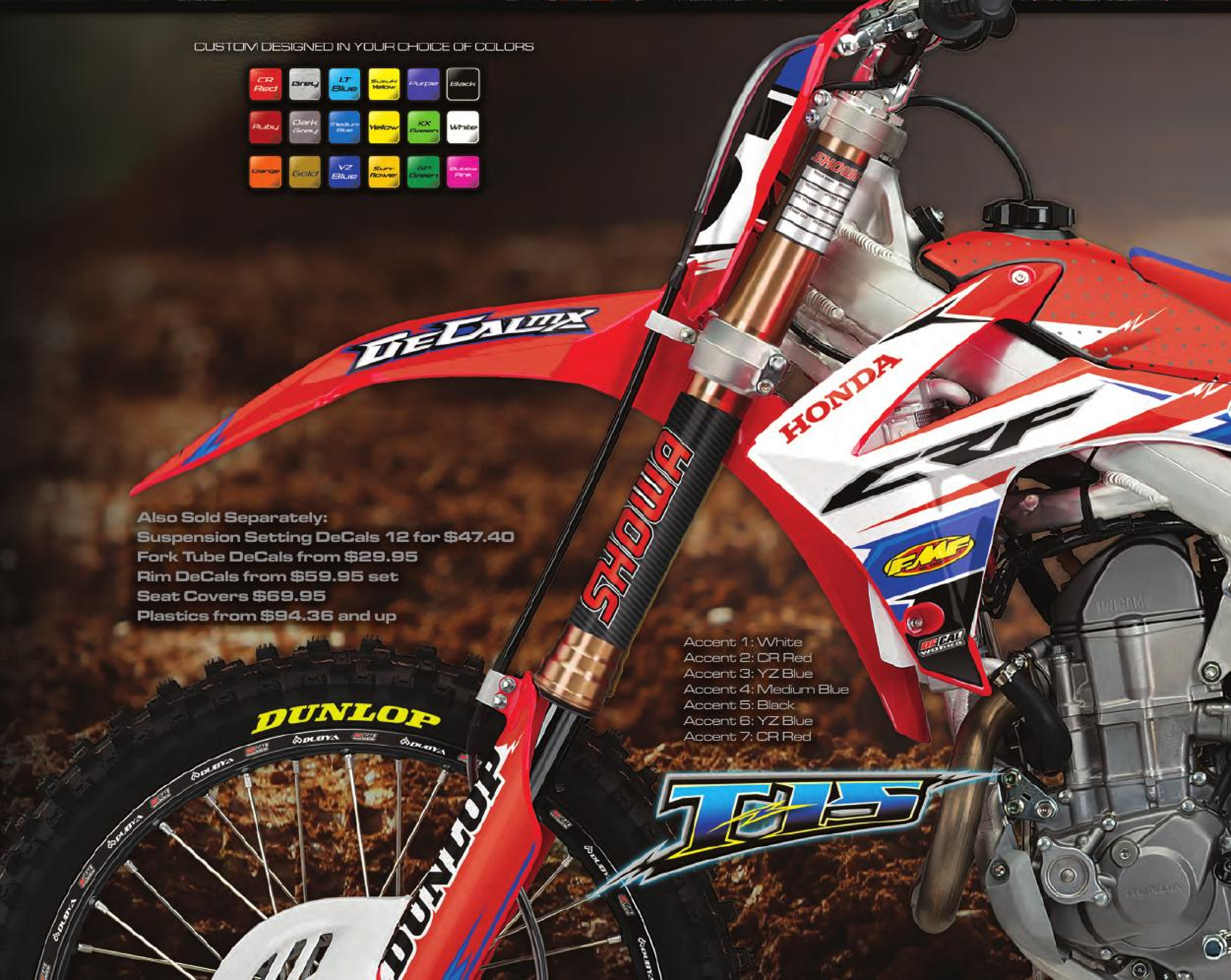
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# TYLER MEDAGLIA

STORY BY BRENT WORRALL | PHOTOS BY CHASE DUNIVANT

TYLER MEDAGLIA EXERCISING HIS

# CORE Values

STORY BY BRENT WORRALL | PHOTOS BY CHASE DUNIVANT

Tyler Medaglia, former two-time Canadian National MX-2 Champion and the current two-year-running holder of the MX1 class number three plate, heads into 2015 looking to build upon his growing following and legacy in this country and beyond. The iconic Husqvarna brand is the perfect fit for the 28-year-old Kemptville, Ontario native who now resides full time in Truro, Nova Scotia with his wife Heidi, son Tallon and daughter Millie.

Husqvarna has jumped back into the sport of Motocross in a big way, and it seems only fitting for their efforts in Canada to team up with Medaglia who has a history and personality as unique and colourful as the brand itself. When I first got wind of this deal, I could not help but smile as Tyler is the perfect fit of grit, style and dedication to embody everything this brand stands for and has been built upon. Tyler Medaglia is a true professional in every sense of the word and leaves nothing behind when it comes to pretty much anything he is passionate about.

Tyler's all-in personality is a big part of what has become one of the most fun to follow trilogies of the last decade in Canadian Motocross. Nothing has ever come easy for the older of the two Medaglia brothers, and the way he endears himself to his fans validates his genuine appreciation for everything he has accomplished thus far in his career. Tyler has put 110% into everything he has done in the sport of Motocross, on and off the track, and has a great support system. He grew up in a racing home with his brother Jeremy, Mom, Leanne, and Father, Derek,

> *“Tyler Medaglia has always continued to challenge himself throughout his career and it has paid dividends in expanding and building upon his great foundation.”*

who built his own Daytona 200 road bike. Quite simply put racing is in Tyler's blood, and he is the bi product of a great upbringing, being encouraged and supported in his endeavours unconditionally.

The new Husqvarna bike suits Tyler's stature to a tee. He has been getting a ton of seat time in Georgia as well as lining up for the first two GNCCs of 2015. I spoke with Tyler and asked him to elaborate on the change of brand and the types of things he liked or thought he needed to work on, and his responses surprised me. Tyler said the adjustment was non-existent, stating that he felt comfortable and at home on the Husqvarna and was amazed at how nimble it was under his direction and command.

I cannot begin to tell you how patriotic I felt when watching the first GNCC from Florida in March via a live internet feed from the edge of my couch early on a Sunday morning. Not really knowing what to expect or even knowing if he would get a mention, they started to introduce riders; I stayed with it in hopes of seeing Tyler. After the first seven were introduced, I was then privy to the 'Live' audio visual feed of our own hero introduced by pulling off one of the sickest rear fender-drag wheelies one could imagine. I literally almost jumped off the couch as if I had just won the lottery. No matter what his result would be I was pumped to see my hero doing something new. Tyler's 5th place result at the first round then an 8th at round two in Carolina, with absolutely none of the bells and whistles of that discipline's top riders and veterans, was pretty incredible.

Tyler Medaglia has always continued to challenge himself throughout his career and it has paid

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dividends in expanding and building upon his great foundation. Never shying

away from competition in any way, shape or form, Tyler has continued to recreate himself and has also taken up distance cycling to add to his many competitive hobbies. So whether Tyler is battling his brother on a Go-Kart track, trying to best brother-in-law Mitch Cooke's whips, or on the GNCC circuit being dubbed the next Mike Brown, Tyler is always looking to better himself in quest of the top step. His personal fitness, conditioning and dedication, thanks to his wife Heidi and the help and support of his trainer, Katy Farris, is world class.

Medaglia's repeat of Canadian National number 3 this past season is impressive beyond the results on the score sheet on so many levels. At an age where raw speed can dissipate, Tyler validated his upswing this past season and silenced any critics by besting some very fast, accomplished, world class racers.

Heading into 2015, a season where there will be no shortage of savvy veterans and quality competitors lined up come gate drop, Tyler will again have his work cut out for him. The tandem of Tyler and Husqvarna Canada begin their quest for national glory May 31st in Kamloops, B.C. at a race track where Tyler has had great success. How will this great relationship with Tyler and Husqvarna write itself forward into the Canadian Motocross history books? No matter what the results are I can assure you Tyler will give it everything he has and then some, and in the process he is leading our future generations by his constant power of example.

If history is our best teacher, I can assure you, Tyler Medaglia will be in it to win it. I know where my money is; good luck in 2015 Tyler. **MXP**

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### ON THE ROAD WITH

# THE ORANGE BRIGADE

BY CHRIS POMEROY | PHOTOS BY MAXIME MESSIER AND MATT WELLUMSON

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### ON THE ROAD WITH

# THE ORANGE BRIGADE

**In early March, my family and I set out on two separate trips that were connected on a few different levels. First, they were all about our love for motocross and competing, sentiments that are shared by the KTM brand and their new Canadian Orange Brigade Team. The second thing that connected these two spring trips was the love of just hitting the open road and experiencing everything that travel has to offer. Here is the story of my 14 day trip from Montreal all the way to the Indianapolis Supercross, with a few stops along the way.**

Over the past few seasons we've seen KTM dominate this sport both here and in the USA. Not only did Ken Roczen win an outdoor championship in the 450 class in the States, but we in Canada witnessed Kaven Benoit fight through all sorts of adversity last summer on his way to the MX2 title. However, even with all of their recent success on the race track, KTM certainly isn't a company that rests on their laurels.

After some off-season personnel changes, KTM Canada promoted Canadian legend and five-time MX1 motocross champion Jean Sebastien Roy to take charge of their factory team of Kaven Benoit and Cole Thompson. Although JSR brings a wealth of experience in many different areas to our sport, running the race team in 2015 will be a new adventure for the Acton Vale, QC native. However, JSR didn't get to where he is today without being able to learn new things quickly and adapt to different situations, so I have a feeling he's going to be great at guiding the factory team through the 2015 Rockstar Energy Drink Motocross Nationals. With the help of the valuable title sponsors Royal Distributing and Foxhead Canada, this team should be in a great position to make a run at both the MX1 and MX2 titles this summer.

With the factory team solidified and JSR set with his mandate, KTM Canada's Administrative Agent, Claudie Lapointe, had a vision to introduce the US-inspired Orange Brigade Amateur Team to Canadian soil. This program is meant to give a few select amateur kids the chance to race on fully prepared KTM bikes until they're ready to make the move into the Pro class. At that point and when the riders are ready, they simply graduate to the factory team and hopefully take the next step in their racing careers. This program has worked for years in America with not only the Orange Brigade Team but also with the long standing and very successful Kawasaki Team Green program.

With Claudie's Orange Brigade idea realized, KTM Canada decided the best thing to do was start small and find that one amateur rider that would best fit what they were trying to accomplish. After a short search, it was decided that Ontario Super Mini rider and Parts Canada TransCan Champion Tanner Ward was perfect, so the Woodstock, ON resident was signed on as Canada's first KTM Orange Brigade rider. Tanner is an excellent choice to this prestigious spot as he not only excels on the race track, but he also handles himself very well off the track and always seems to have time for everyone. As everyone knows, these days it's not just about how you finish in your races but if you carry yourself well and set an example off the bike. With the reach that today's riders have with Social Media, there are always a lot of eyes on you.

With the 2015 riding season just around the corner, KTM Canada decided to host an event in Montreal in which a few members of the media as well as their team riders were invited to their Quebec HQ for a formal, yet informal introduction. This is where our first stop was as we hopped on an Air Canada flight and made our way to beautiful, yet very cold, Saint Bruno, QC. Once there, we were greeted by JSR and Ms. Lapointe, then one by one team members began arriving. First, Kaven Benoit walked in the KTM offices and was followed by Cole Thompson who had just flown in from his training grounds in California. Finally, the newest

Together Claudie Lapointe and Jean Sebastien Roy hope to lead the Orange Brigade to the front of the pack in 2015.

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Ayrton Pomeroy (#4) had a great time in Indianapolis as part of the KTM JR SX Challenge.

At the KTM Canada HQ in Saint Bruno, QC, everyone sat down for a meet and greet with team members, staff and the media.

member of the Orange team, Tanner Ward, arrived with a smile from ear to ear.

Over the course of the next five hours, the KTM offices were turned into somewhat of a social club as everyone just hung out and chatted about their long winter as well as the upcoming season. It's not very often that you get the sport's top athletes in such a relaxed setting, however at KTM that day everyone was very relaxed. After a presentation on the KTM brand and an introduction to the team riders, including their new Team Manager, JSR, everyone made their way to a local eatery for some dinner and further conversation. It was during these chats that I found out how good Cole Thompson is feeling on the bike, as well as how refreshed he feels after taking last summer off to recover from knee surgery. This is where I also heard from Kaven Benoit that he will be defending his 2014 MX2 title on his trusty KTM 250 two-stroke. Although I was surprised to hear about Benoit's decision, it's hard to argue with the success he had last summer on the two-stroke.

After dinner, the entire crew went to a 24 hour indoor go-karting facility that was located in the shadows of the famous Olympic Stadium. I was lucky enough to ride over in a car with JSR. As we drove by the stadium our conversation immediately turned to his past achievements inside the 'Big O'. I asked him which of his five wins he thought was most special. "It's hard to pick one because I think they're all special in their own way. The first one in 1996 was obviously unexpected so that was cool. Same with the final one in 2008. I don't think anyone (except me) expected me to pull off that win. Those two stand out, but like I said, I have a lot of special memories from that race."

As we got suited up in our driving attire for some good old fashioned go-karting, there was less chatter and the intensity grew deeper. We were about to go racing and all of our race faces were on! After a qualifying race and a main event, it was determined that no one could touch Kaven Benoit on the track. Our 2014 MX2 Champion clearly has a knack for driving on four wheels as well. Since I finished a very disappointing 11th after a hard crash into the tire barrier, ironically while I was getting lapped by Benoit, I was tempted to go all Vince Friese on our champ and get in his face, but in the end my maturity and ability to accept a well-earned loss shone through so I simply shook Benoit's hand. I can't think of a better team building exercise than go-karting. After the race we were all sitting around laughing and bench racing about what just happened. I also made mention that Benoit's Canadian win streak now goes all the way back to last summer's final round at Walton Raceway. It was a great evening with a great group of people, however it was time to say our goodbyes as our next stop was to warmer climates.

### Heading South!

After the weekend in cold Montreal, my family and I loaded up the truck and headed south for a week of practice before the Indianapolis SX. Even with the 12 hour drive to South Carolina in front of us, the cab of my Ford F-150 was beaming with excitement as our son Ayrton had been accepted to race the Indy SX as part of the KTM JR SX Challenge (KJSC).

This once in a lifetime opportunity is offered by KTM as part of their ongoing attempt to give back to the grassroots of the sport. The KJSC is open to kids 7 and 8 years of age, but in order to even be considered for the race, a rider must meet certain criteria. Not only is racing experience reviewed, but a child also has to meet a height and weight requirement, as well as provide a doctor's note stating that your child is in good health. Finally, a letter had to be written by the child's teacher stating that he or she is an A or B student. After all of those requirements are met, the applicants' names get thrown into a hat and one by one they're drawn. With luck being such a huge part of the KJSC process, we were all feeling very lucky as we drove down I-77

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I know a lot of people will agree with me when I say there is definitely something special about heading south to ride when it's still frigid at home - the warm air, the different smells, and of course the new bounce in your step that you seem to have as soon as the warm sun hits our winterized skin. For Canadian riders there are few things better than the first time you unload your bike down south, fire it up and go for that first ride of the new season. Whether you're an old guy like me or an eager 7-year-old like my son, the feeling is the same.

To get some practice on a real supercross track, we decided to head to the Club MX Training Facility in Chesterfield, SC. This amazing facility also happens to be the place where Redemption Racing KTM rider Nathan Bles has called home this winter while he prepares for the 2015 Rockstar Energy Drink MX Nationals. Nathan is a great kid and also a MXP cover boy from last year so it was great to hang out with him, and also see him ride his new KTM. I have a feeling that we may see some pretty special things from Bles this summer. I know he'll be in tough in the MX1 class with all of the big boys, but he definitely appears to be putting the work in. Anyway, after spending three glorious days at Club MX doing lap after lap on their pristine SX track, it was time to load up and travel nine hours northwest to the circle city of Indianapolis, IN. It was time to go to work!

While the weather wasn't exactly sunny and warm for our arrival in Indy, it was still mild and spring-like. Over the years I've been lucky enough to attend a few supercross races, but I still get excited whenever I arrive in the hosting city. There is something cool about seeing people walking down the street and seeing people wearing different types of SX-inspired apparel. I always say that you can spot a SX/MX fan from a mile away. With a tour of the downtown area complete and a great dinner at Webber's Grill, it was off to bed as the following day was going to be a long one.

As we arrived at the picturesque Lucas Oil Stadium and signed in, our next stop was the equally picturesque KJSC KTM semi-truck where fifteen well prepared Orange KTM50s were lined up in waiting. Part of the allure of this KJSC program is that all of the bikes under the tent are equal and every rider gets to ride identical motorcycles. After tracking down the #4 and getting acclimatized to our home for the day, we all had to take our seats as the KTM personnel went through the rules for the day and what types of things to look out for. There were also a few guest speakers such as Doc Bodner from the Asterisk Medical crew as well as race chaplain Steve Hudson. I know the presentation was mostly for the kids, but I thought it was one of the most entertaining riders meeting I've ever attended.

With all the formalities behind us, it was time for one of the highlights of any supercross...the track walk! Walking the track is one of my favourite things to do as seeing all of the obstacles up close is always so cool. I was actually surprised at how relaxed Ayrton was during the first half of the day. He was clearly enjoying himself and taking everything in. On a special day like this I guess that's the best way to be. Even with the pressure of racing in front of a stadium full of people, the KTM staff, led by Christy Brosius, did an incredible job of making the entire day all about the experience rather than the result. While the winners of each event move on to compete against each other in October at the Monster Energy Cup, every kid is made to feel like a winner by just being a part of this awesome program. All of the kids had an awesome day walking around, signing autographs and just generally being made to feel like a mini factory rider.

As we sat on the starting line catching the final moments of the second 450SX heat race and waiting for Ayrton's main event, I caught him looking around at the beautiful interior of Lucas Oil Stadium and the enormous crowd. I started to wonder what was going through his mind at this critical time. Was he nervous? Was he excited? Did he fully understand that he was about to do something that he may never get to do again in his entire life? At that moment he looked up at me and just gave that bright seven-year-old smile that every parent loves to see. I thought that whatever happened in the next five minutes didn't really matter as just being in that environment, at that moment, was good enough for the two of us.

Even though the three lap race didn't go exactly how Ayrton envisioned (he was running 6th and fell, and ended up 11th), he didn't seem to mind one bit as I pushed him and his KTM up the tunnel for the final time. As everyone gathered back at the KTM truck, there were a lot of smiles, high fives and the sound of seven and eight-year-olds bench racing. Of course, every kid had their own story about what happened, and if you listened closely you would've thought the race was 20 laps long. Even when the three lucky top-three kids arrived from their podium celebrations, all of the other kids congratulated them and were genuinely happy for them. At the end of the day, this is what the program is all about: bringing a group of our sport's young riders together to have an experience of a lifetime. Whether they go on to race for 20 years or 20 days after the event, it really doesn't matter; the memories created by KTM are engrained in them forever.

As we made our way home from Indianapolis we had a lot of time to reflect on the past two weeks. Travelling is always exciting, but when you travel with a purpose it's sometimes even more special. To see the things that companies like KTM are doing to help the sport on so many different levels is very cool. This is the toughest sport in the world and its participants need all of the help they can get. If you have a child who meets the KJSC criteria, then by all means go on their website and enter their name for an event. You definitely won't be disappointed if your child's name is drawn. Furthermore, for Canadian riders, the Orange Brigade program now provides KTM amateur riders a real pathway to a future spot on the pro team. This has never been done before in Canada and it's sure to be a success. For us, however, it was time to relax from our long journey and prepare for the upcoming Ontario racing season, which I'm sure will be another exciting adventure for this motocross loving family. See you at the races! **MXP**

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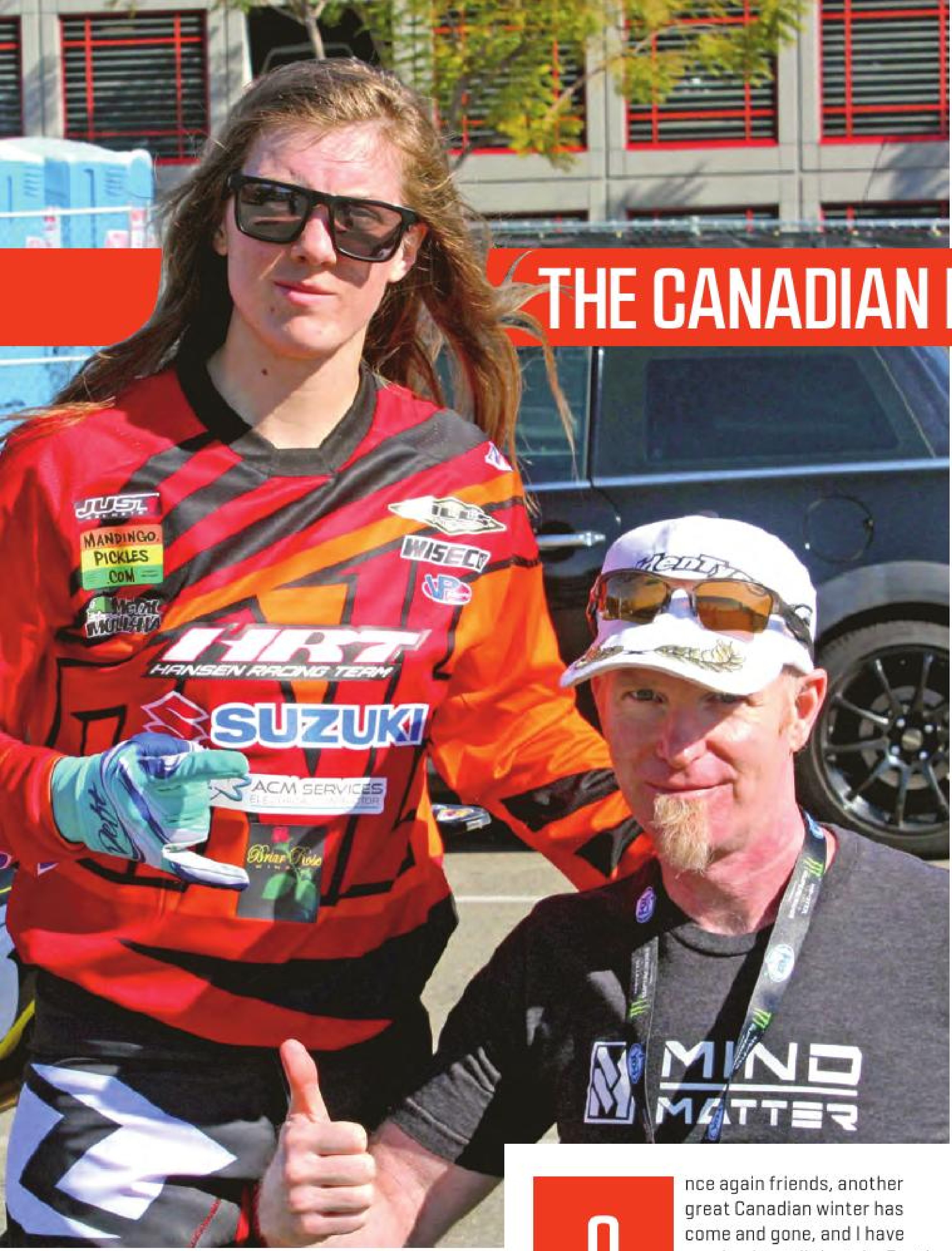
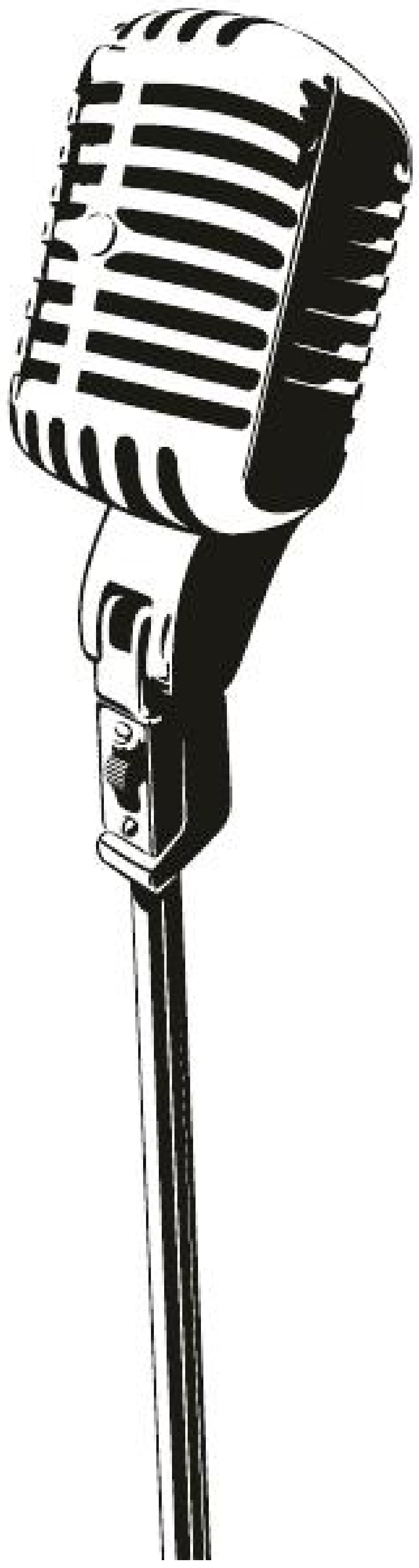


**Right:** Being surrounded by celebrities in the press box had Brent Worrall feeling right at home.

# THE CANADIAN MOTO SHOW HEADS SOUTH

STORY AND PHOTOS BY BRENT WORRALL



Once again friends, another great Canadian winter has come and gone, and I have survived to tell the tale. For the first time in a good number of years I was able to put a few weeks on the calendar where I would be able to tune out some of my daily home life, Canadian Moto Show, MXP Magazine and BC Motocross duties. First off, I would like to say that each and every one of the duties is by no means a curse, but rather a great outlet to stay connected to my passion and love of doing my best to better our great sport. Let's face it, when the daylight hours are short and the snow flies, how nice is it to get away and enjoy some much needed sunshine, and experience some of the best Motocross racing and facilities our globe has to offer first hand? As with the multiple hats I have chosen to wear to keep me involved with Motocross and the very nature of having to overcome a laundry list of side effects from my new way of life, each day is a new journey but I always embrace the challenge.

My wife and I had hoped to get away last winter but unfortunately due to the nature of my commitments with Canadian Arenacross series, which soldiered on through the beginning of March, it was just not in the cards. This year's schedule allowed me to fulfill the previous year's promise to her to take her somewhere warm where I could treat her to some much needed R&R and some fine dining. Yes, I do count my blessings to have such a great life partner in my wife, Gisela, who is always up for hitting a Supercross race, a test track, or anything Moto related, and the fact that we were going

**Top:** Brent shares some hand gestures with Vickie Golden in San Diego.

**Bottom:** David Hasselhoff has nothing on the host of the Canadian Moto Show.

somewhere warm to do it had her smiling. Our trip from Vernon, BC to Southern California then Las Vegas, which included two Monster Energy Supercross races and a couple of high profile practice tracks, would see us knock 25 days off of our winter calendar. Gisela's father, Roland Stieda, had been in hospital with a massive stroke since the last round of Arenacross, so our first stop south would be a trip to Vancouver Island for an overdue visit. The whole malady of trying to watch televised Supercross in Canada has been well documented and highly publicized, and on this leg of our journey, before heading to see the next two rounds live, I would settle for the Ramada's Shaw Cable version, so I thought. Unfortunately, even though I had booked into a room with Shaw Cable their basic package did not include Speed Channel, and once again I was in a bind. I quickly made a social media post and within minutes had a number of invites from my brothers and sisters from the great Vancouver Island Motocross community. Huge thanks to brothers Steven Sulyok, Darrell Welsh and Brad Mellafont for their offers.

Soldiering on after a couple of quick days in Victoria, BC, I had my Mazda 5 southbound on the I-5 with the radar set on Anaheim where we would spend a full week right across the street from Angel Stadium. This was my first non-racer rider trip south of Seattle in many, many years; yes, where I was not headed to participate as a rider in a big race or at a practice facility. Well, if great Moto memories are the best trophies a veteran of the sport could have, let me tell you, on this journey they were all flooded back tenfold. Just like music, changes in geography can invigorate and stimulate my being like nothing else, and this trek was a smorgasbord-like exercise in reliving some of the greatest moments and achievements in my life.

In my younger years, I did many consecutive years of trips to the World Minis as well as AMA Outdoor Nationals, Trans AMA events and Supercrosses. I believe this sport affords, those that are fortunate enough or resourceful enough to participate in, the culturing and travel journeys that is often overlooked or undersold by some. I always felt a bit of an outsider to my non-moto peers as a youngster, but at the same time felt that what I was participating in and doing put my street smarts and culture on a level or two above them at a young age. I see it often at the races and in my chair as host of the Canadian Moto Show as I have had many intriguing conversations where the eloquence, gratitude and communication skills of kids as young as 7 or 8-years-old is astonishing. Even though not every up and comer can be the 'Next One' of the #WhosNext, I believe this sport cultures, diversifies and exemplifies one's character

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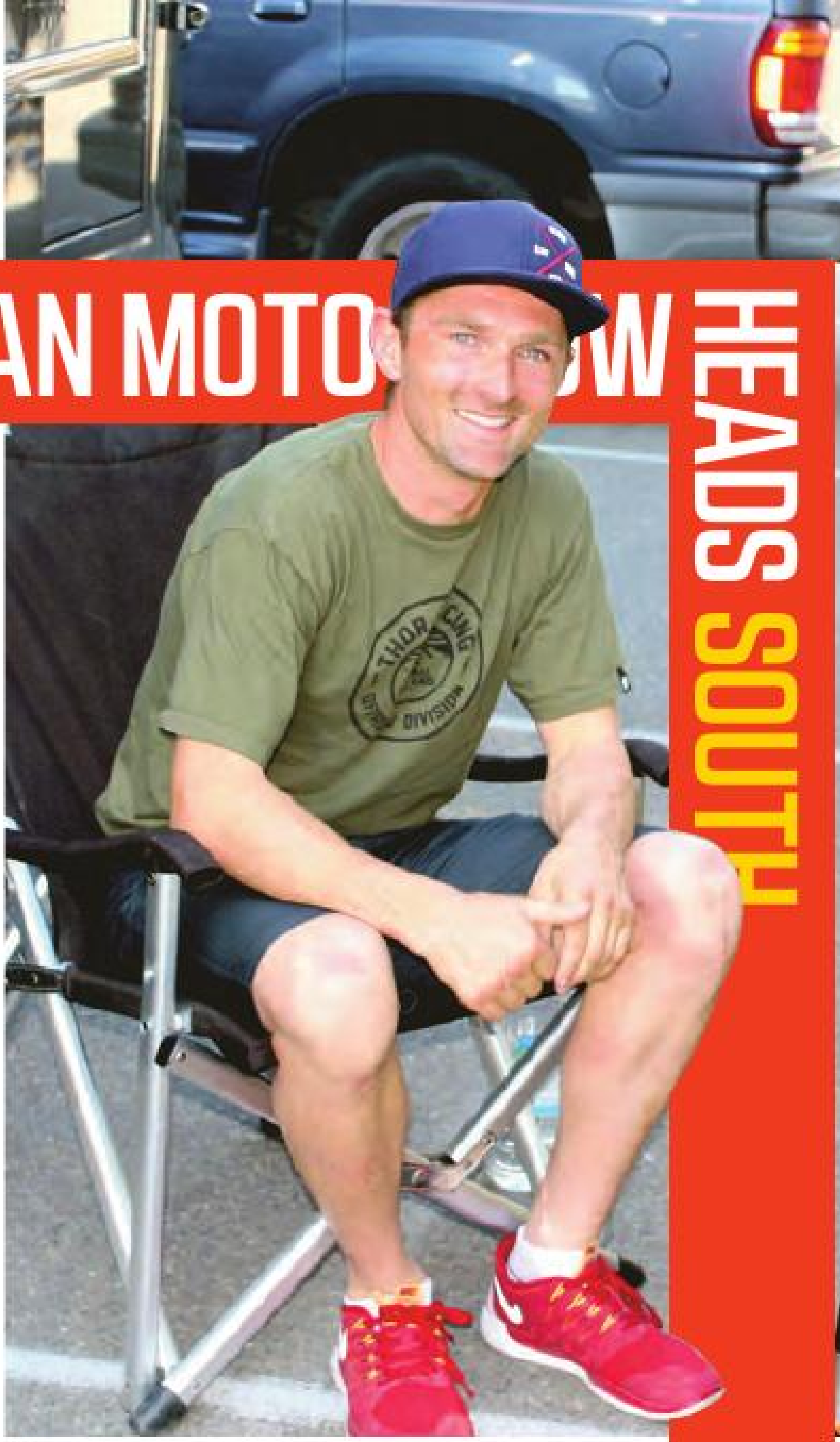
# THE CANADIAN MOTO W HEADS SOUTH



well beyond the realm of immediate sight. I like to think that this played a huge part in my determination to continue to bear victory over life's battles and challenges as that's what we Motocrossers do, strive to get better and win.

So, well on our way and the task at hand of putting the pedal to the medal and hopping out of the vehicle often enough to keep the pressure sore demon at bay, we were headed to A-3. Not a fan of heavy traffic in any capacity, as my shoulder checks with absolutely no core muscle function of any kind are marginal at best, I successfully managed to negotiate the trek to Anaheim. We were safely at our first week's destination; that of which was the dangling carrot of Angel Stadium where A-3 would take place on Saturday night. It has been many years since I have raced Supercross in the confines of the old archaic Seattle Kingdome, and I don't know if it is old age or what, but the hours that is put in by all involved is incredible. On Thursday, I headed over to the pits to chat with the many team riders that had started to assemble as Thursday is press day, and, if I might add, on this day riders are on the track at 5:00am, yes, 5:00am. I have the utmost respect for all that are signed up in pursuit of their dreams. I am the first to admit when the likes of James Stewart or Ryan Dungey walk by, I am just as pulled in or enthralled as the masses. My respect for those in the trenches in the form of the privateers that are aspiring to not only be the 'Who's Next' but also those in pursuit of personal bests, increased in leaps and bounds this past trip. Chatting with genuine, likeable characters and privateers like Ronnie Stewart, Michael Akaydin and Adam Enticknap, who is portrayed in this magazine, and observing how they roll and what means, or lack thereof, they roll on is an eye opener. Hats off to each and every one of them. Even though the result sheets or the telecasts do not show the kind of personal victories or goals they are achieving, they have my full respect. I truly believe without these warriors the sport would die off, and let me tell you it takes huge stones to do what each of them is doing.

One of the first men on my hit list in Anaheim was Tony Alessi as Tony has always been straight with me, and has shared most team developments and plans without any reserve. I was keen to find out if we would see Mike Alessi back in Canada this summer but as of writing it looks like the Moto Concepts team will only be in Canada for the Calgary and Gopher Dunes Nationals. Outside of that, they will contest Hangtown and Washougal in the AMA series as well as a couple of GPs in Europe. I know that Mike Alessi would like to come back to Canada and have an opportunity to pursue what eluded him this past summer, but his boss is Mike Genova, and as I said, as of now this is his plan.

I was also beyond pumped on Friday night to get an FB message invite from MX-101's Dylan Wright to join him and the whole MX-101 Factory Fan gang for dinner at their house just minutes from our hotel. Big thanks guys, we had a great time and enjoyed the food prepared by Kevin Tyler and Nicole MacDonald.

I was also super pumped to catch up with 'The Man', Roger DeCoster, as I had the opportunity to sit with Roger at breakfast many years ago when he was racing in the US. Roger's memory is incredible, and like the true racer he is, it was beyond cool to see him come alive when I recounted some of my more memorable moments of his racing career. I did a podcast with Roger but a lot of the stuff we shared was off the record; it was definitely a huge highlight of the trip. Yes, I am thankful Ryan Dungey won that night, as I told Roger I believed that Ryan was sitting on a win, and he delivered.

One of the best parts of going to one of these outdoor venues in the sun is being able to sit trackside and watch practice, timed qualifying and everything else unfold in its setting in a t-shirt, dry and comfortable. As I said, the hours these riders put in away from the track coupled with the two or more solid days at the track at each event of the series, equates to a three hour night program, which is impressive.

Come race night at A-3, I was not able to find a space in Angel Stadium's shoe boxed sized press box and ended up in the industry seating with the likes of Mitch Payton and my old friend Rick Sheren. Rick and I shared a laugh or two and some old memories as Rick was my last sponsor when I gave up racing at the top level. Running into many Canadians who had also ventured down to watch the races and those Canadians that are employed in the industry now south of the border was also one of the trip's highlights. The two most notable being Canadian Motocross Legends Shane Drew from Thunder Bay, Ontario, who is currently a setup man with Chad Reed's Discount Tire Team, as well as Rockstar Husqvarna's Dave Gowland. Also, I would like to mention my old buddy 'Donk', Scott Donkersgoed, who is employed by the Rockstar Husky team. Nice to see Donk's hard work and determination in pursuit of his dream pay off.

The racing...well, I am sure you have all seen it by now or at least read the results and have your opinion of where the Anaheim 3 round of this year's edition stacks up in the history books. I will add that experiencing one of these events from head to toe for a full day or two will not only put a smile on your face but broaden many perspectives of what it takes to achieve the glory and what goes on behind the scenes. The day after, I rolled over to Angel Stadium on Sunday afternoon to catch up with any stragglers or whoever else I

**Left:** Hanging out with Canadians always seems to bring a smile to Brett Metcalfe's face.

**Right:** Brent and his wife, Gisela, share a quiet moment on the beach in California.

could grab a hold of, but the parking lot and stadium resembled a ghost town. I was thankful that we would catch up with the travelling road show the next weekend in San Diego.

We pulled out of Anaheim on Wednesday and headed south on I-5 to San Diego with a quick detour to Pala Raceway. I was a little reluctant to detour and drive over there as it was a little past noon and most anyone who is anyone has their practice laps in by then. Knowing there probably would not be another opportunity until stopping in at Glen Helen on our way home, I made the decision and it paid off. Josh Hill was still in the midst of some last minute prep, and I was able to talk to Josh and get what his thoughts were on Canada and many things moving forward. Josh has skills for days and is as exciting as anyone I have ever watched on a dirt bike, and in the 26 degree California sun, it was definitely a road trip happy place moment hanging with Josh.

San Diego - I know the song goes "I left my heart in San Francisco" but I truly left mine in San Diego. We landed up there Wednesday night and were booked into the beautiful Yacht Harbor Inn, which is just across the street from the harbour and home of the America's Cup. I have been to many of the largest cities in the United States, but after experiencing San Diego I will say that is probably the cleanest, friendliest, newest, hippest, diversified, etc. of them all. This city had everything to offer a winter worn, wheelchair bound tourist including fresh air, good food, warm temperatures and Supercross on Saturday night.

Yes, I was stoked. I once again hit the track early Thursday and spent three full days in and out, as well as circumnavigating, the smack dab, downtown venue of Petco Park. It was beyond cool to hook

# THE CANADIAN MOTO SHOW HEADS SOUTH

up with Brett Metcalfe, who is very excited about heading north again to reclaim what he attained in 2013, the Canadian National MX1 title on a Leading Edge Monster Energy Kawasaki. Brett is not only one of the most accomplished veterans of the sport but is a first class human being. Brett was, as always, kind and obliging with his time as we sat down at his motorhome for a podcast Thursday afternoon. I will add, Brett was one of those on the track that morning at 5:00am. After I spoke with Brett, getting to meet Vicki Golden up close and personal and catch up with her after she came off the track was definitely another one of a long list of this my trip's highlights. After speaking with Vicki, I was able to read a lot more into how passionate she is, and the fact that she is doing what she is doing for no one else but herself, after meeting Vicki and chatting with her, I was pretty pumped. Thanks Vicki for the great interview and good luck the rest of the way through the Supercross East.

I have mentioned my friend Todd Minnie in a few of my 'Friday Flights' lately as it is good to see the talented racer who was away for ten plus years make a valid comeback. I spent some time with Todd on this trip as he is getting himself dialed in to better his national #57 in this year's edition of the Rockstar Energy Drink MX Nationals. I have been where Todd is and am happy that he, unlike myself, did not wait too long to make a comeback. Todd is as dedicated as he is talented, and I know he will turn some heads his direction this summer. The Saturday of the San Diego Supercross, we grabbed Todd and jumped in the Moto Show bus and headed to Petco Park for what turned out to be a 12 hour day of excitement. The Petco Park facility, apart from a bit of debacle in pit parking and parking in general, is as clean and full of ambience as everything else in San Diego. Once again, the sun was out and we were going racing. The Press Box of Petco Park was far more accommodating and I was able to smuggle Minnie in with me! We rode the elevator up with Adam Cianciarulo, who I broke the horns of a little by grilling him on many things. Great memories, and yes, my buddy Minnie was a little star struck. So many things happening, so quick to take in with a peripheral vision that is never wide enough at these events, coupled with so many friends to chat with, old and new. Settling to watch timed qualifying, it was heartbreaking to see Cooper Webb's hard crash on the short, technical section, and I thought for sure I had just witnessed his 2015 title hopes dashed. Webb overcame his obvious pain and got the job done winning the main event in the night show in an effort that defined the word heart. This kid is the real deal and has a bright future.

I was also fortunate enough, prior to the night's racing, to meet up with BC's Dan Rachmel who is the man behind the Strikt Gear Company, and is a huge contributor to the Strikt Slayton Yamaha team effort, which is managed by the legendary Marty Smith. During this meeting, I also got to meet another man that will be headed north this summer to contest our series, Cole Martinez. Cole will head north to saddle up the Leading Edge Monster Energy Kawasaki's MX2 effort this summer. Cole is 22-years-old, and as first impressions go, I am sold that our series and Jason Hughes' efforts will benefit from his presence. As with Anaheim, you all know by now who won San Diego and have your thoughts on its place in the history books where it now resides. Cooper Webb and Trey Canard were the top step hitters in San Diego as were all race fans on this great night of racing. We spent the next day rolling and walking the beaches and shoreline of San Diego knowing that we would be heading home on Monday with a four day detour to Las Vegas. I feel fortunate enough to have experienced the great city of San Diego and its Supercross race first hand, and if my wife works hard enough I have promised to take her back next year. From here it was off to Las Vegas where I got a glimpse of the great facility of Glen Helen that all eyes will be on September 20th when Ryan Villipoto may or may not be in the hunt to be crowned your 2015 FIM World GP Champion. Either way, this is a great track; if I can get there I will.

Las Vegas had nothing on with the Monster Energy Supercross, but the next time I go back there it will be for the Monster Energy Cup or the final round of this or next year's Supercross series. No, I did not lose money there, and yes, I was sick for my four day stay there but was happy to be able to treat my wife to some fine dining. For that kind of money I will take a high profile Motocross event over glitz, glamour, pomp and circumstance any day.

Is it spring yet? Let's Go Racing Canada. **MXP**

After a great trip that saw Brent and his wife attend both the Anaheim and San Diego Supercrosses, they're already making plans for 2016.

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# THE AFTER LIFE

## ~ THE KYLE BEATON STORY ~

BY MIKE MCGILL
PHOTOS BY JAMES LISSIMORE

Kyle Beaton caught the dirt bike fever at the age of 7 in 1995. His father was a racer himself and entered Kyle into his first race, which was fittingly an Arenacross in his home province of B.C. aboard a PW50 at that time. "I actually blew that thing up," remembers Kyle, which he adds, "wasn't easy to do with one of those things." While his initial foray into the sport wasn't all that successful, Beaton's amateur career soon blossomed and included several highlights, some of which included a podium, 3rd overall, at the World Minis in 2001. A moto win at that very same event over a triumvirate of future superstars that included Mike Alessi, Josh Hill and Ryan Villopoto was, in Kyle's words, "pretty neat", and the total domination of the Western Canadian Amateur Nationals in Raymond, Alberta when he was an Intermediate top the list. "I won four overalls and went twelve for twelve in the motos," recalls Kyle.

While Beaton's amateur career was humming along at a pretty good pace, he knew that if he wanted to take it to the next level and turn pro he needed to get himself aboard some better equipment. Up until this point of his racing career, Kyle had been supported one hundred percent by his family, and while they did the best they could, he was forced to ride older equipment due to financial reasons. Fortunately for Kyle, Ed Wagstaff from Clearbrook Yamaha stepped up with sponsorship in 2002 and the new team clicked immediately. "I'd known Kyle's family for years," recalls Wagstaff, "so I was following him right from day one. He was making great progress, and the aggression that kid had on the little bikes was just unbelievable." Kyle won his first Arenacross title that season over his old mini bike rival, Colton Facciotti, and the Beaton / Clearbrook combination was cemented for several seasons and three more Arenacross Championships. "My technical skills," recalls Beaton, "just seemed to work for Arenacross."

While Beaton had solidified himself as a force in the Canadian Arenacross Series, he did not experience any solid success at the CMRC Pro National Series until 2008 when he battled American Eric Nye for the MX2 Championship aboard a Clearbrook Yamaha. "It was actually quite frustrating," recalls Beaton. "I had three weird DNFs during the series and the title still went down to the final moto of the final race. I feel I was the fastest that year but it just didn't work out." Even though he lost out on the title that year and in his heart knew that the "outdoors weren't really his thing," Blackfoot came calling for the 2009 season. While full factory rides in Canada for the powerhouse team in the series just don't come along every day, Beaton was conflicted and didn't accept the offer right away. "I felt a real sense of loyalty to Ed and Clearbrook," recalls Beaton, "but when I sat down with Ed he said he just didn't know how much more he could do for me. "Take it," he said. "So I did." These days the two of them joke that maybe they should have just stuck together but it was not to be.

Kyle had truly arrived in 2009 when he signed with Blackfoot, but his two year stint with the Factory Yamaha Team turned out to be the most tumultuous time in the young rider's career. Beaton immediately found the structure that he needed to adhere to within the confines of the factory squad to be a little hard to adjust to. That being said, he came into the first round of the CMRC Nationals in Kamloops that season in top shape and brimming with confidence. The upbeat feelings, however, didn't last long as Beaton went down hard in the first moto and broke his thumb. Obviously, this put a real damper on his '09 season. His results, when he was able to race after that, could only be described as mediocre at best. In fact, in his mind, Kyle had already written off the 2009 season and was already looking forward to coming back strong in 2010. Always known as a hard worker, Beaton trained relentlessly and came into the 2010 season in the best shape of his life, determined to improve on his lack luster results from the previous year. Unfortunately, it was not to be. "Déjà vu all over again" is a funny line but for Kyle Beaton in 2010 it was no laughing matter. "I went down at the first round of the series again," laments Beaton. This time it was a broken wrist. While he was still able to ride with the injury, his results suffered. "I was in a lot of pain and probably should not have been out there," but in typical Beaton fashion, he felt that he owed it to his team to try. He needed to be out there in a financial sense as well. Beaton admits that while he received a modest training allowance from Blackfoot, he needed to actually be out there racing in order to get paid. "It was the start money," says Kyle. "I had already spent a lot of my own money to prepare for the season. I needed to recoup some of my expenses so I had to race. It was my job." Beaton soldiered on throughout the series but the results

- INDEPENDENT SINCE

# THE AFTER LIFE

## ~THE KYLE BEATON STORY~

just weren't there, and Beaton's confidence began to plummet. After the 2010 season, Blackfoot and Beaton parted ways.

"The main goal had always been US Supercross," states Kyle, "and Blackfoot didn't want me doing it." Leading Edge Kawasaki and their title sponsor, Monster Energy, were all for it on the other hand, and that's where Beaton landed for the 2011 season. "I did most of the west coast (Supercross) that year," recalls Kyle. "I trained down in California with Dean Wilson and was really learning the ropes as far as set-up and preparation go." Unfortunately, it was while training for the upcoming outdoor season down in California that Beaton was once again bitten by the injury bug as he blew out the ACL ligament in his knee and was forced to miss the entire 2011 CMRC National Series. Undaunted, Beaton tirelessly re-habbed the injury all summer and vowed to himself that he would be ready to go for Supercross in 2012.

As it turned out, the 2012 West Coast Supercross season was to be the bright spot of Beaton's professional career. Fully healed from his knee injury, Kyle qualified for several main events in the West Coast Lites Series that season. He won a highly publicized LCQ in which he holeshot and led wire to wire in San Diego, and followed that up with a career high 11th overall in the main. He added a 12th overall to his results in Seattle and was by all accounts riding the best he ever had. Needless to say, Beaton was pumped on his Supercross success. "It's the best series in the world," remarks Beaton, "and I really felt like I was fitting in, finding my groove, you know, and people were noticing me. I was getting quite a bit of exposure." The highs that Beaton had experienced during the western rounds of the Supercross series were, however, soon replaced by a sense of general unease as the CMRC Nationals approached.

"I was riding scared outdoors," admits Beaton. "I was worried about getting hurt." His overall sense of well-being wasn't helped any by the fact that an unattended dog ran out in front of him at his nemesis track, Kamloops, nearly causing him to crash again at the opening round of the series. While a crisis had been averted, this time Beaton's confidence on the outdoor circuits continued to lag. It literally came crashing down for him at the Moncton round when he went down hard again and shattered his right leg. "My buddy, Spencer Knowles, had just passed me," recalls Beaton, "and I was determined to get him back over the finish line step-down triple. I was going for a scrub but I clipped his back tire and hit a kicker that launched me way down to the bottom of the hill." The resulting impact fractured Beaton's tibia and fibula. "I knew it was broken right away," remembers Beaton. "I also knew I was done. That was it for me, there was no way I was going to come back from this."

While Beaton knew his leg was broken, there was no way he could have predicted the severity of the injury. He spent the next month and a half in a Moncton hospital where he underwent several surgeries. The leg, however, was not healing. He was suffering from compartment syndrome and had an open wound on his leg that would not heal either. After six weeks of very little progress, his doctor eventually confessed to him that he didn't think there was anything that they could do and that he had better start preparing himself for the fact that he may lose his leg. "I had a complete meltdown," recalls Beaton. "My mom flew out and picked me up and we were out of there." Upon arrival back in B.C., Kyle was immediately rushed into emergency surgery and the doctors were eventually able, after three more surgeries, to repair the leg to a certain degree.

While the possible amputation of his leg was now no longer an issue, what followed was, in his own words, "an extremely dark period" for Kyle Beaton. He was only twenty-four-years-old and had the rest of his life in front of him, yet he wasn't thinking about anything in a positive light at that time. He had no money, no prospects, and basically shut himself off completely from the outside world. "I wouldn't speak a word to anyone for weeks at a time," recalls Beaton. It was extremely frustrating to know that I had basically been putting my life on the line for pennies for years, and now I had no idea what I was going to do with myself, so I just sat on the couch. For basically my whole life I had been so focused on motocross and now it just seemed like there was nothing for me." Fortunately, just when it seemed like things couldn't get any worse for both Kyle's physical and mental well-being, he began to see some

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While he'll probably never line up for another race, that suits Beaton just fine. For now he's happy to be working with his kids, earning a paycheck and getting out for some rides with his pals on the weekends.

improvement with his leg, and it was at this time that he made the decision that, while things certainly didn't work out like he had hoped with motocross, he was just going to have to make the best of it. Perhaps this seems like an over simplification, but in Beaton's case, this life strategy seems to have done wonders for Kyle.

Beaton became, as he puts it, a "regular nine to fiver" working for his father as a heavy equipment operator. "I'd always enjoyed running the dozer," states Beaton. "Even during my racing career I was always building tracks for friends and such." Beaton goes on to add that it certainly was a nice change to see money going into his bank account for once rather than it always be flowing out. As anyone who has ever been involved with the sport can tell you, however, once you've been bitten by the moto bug it stays with you forever. Even though Kyle was still feeling a little gun shy about it, he started looking for ways to get back in.

At the time, Beaton was still living on the same property and in the family home in which he grew up. As previously mentioned, he had always worked diligently at his physical training during his racing career, and he had a nice gym on the premises, which he decided to put to work for him. He opened KBR MX Training Facility with the plan in mind of training young, aspiring motocrossers both on and off the motorcycle. "The goal," states Beaton, "is to address all aspects of coaching, training and conditioning for young, up and coming riders." And with the help of his old trainer, Drew Robertson from Evolved MX, he set up a program, and over the last couple of years has built his client list up to about ten riders. "I'd be interested in another job within the industry," states Beaton, "but there haven't been any offers, and besides I'm really enjoying working with these kids." Ideally, Beaton would like to grow his training business to the point where he could do it full time, but that's probably still a couple years away. In the meantime, he's keeping extremely busy working heavy equipment during the day and training his young steeds in his off time from the regular job. While Beaton says he has a soft spot for all the kids he has been working with, he is quick to point out that young Devon Sache is a name that every Canadian moto fan should be getting used to hearing about in the very near future. In a move that brought things full circle and definitely added some closure to his motocross career this past summer, he even got back on the bike and back to his roots thanks to his old friend Ed Wagstaff, now at GA Checkpoint Yamaha, who hooked him up with a new ride. "I don't care if he ever races again," says Wagstaff. "Kyle's got such a great name and reputation in this area that it was a no brainer for me to get involved with him. He's doing a great job helping these kids with the riding schools. He handles himself very well and they all look up to him."

"Life is different now," admits Kyle, "but it's really good. When I go out riding now I can go as hard or as easy as I want, and when I'm done I can relax and have a couple of beers with my buddies." As far as his injuries go, Kyle admits that his leg will never be the same as it once was. "It's about 70-75%," he estimates, "and that's as good as it's going to get. It's great when I stub my toe now, though," he jokes, "I don't even feel it." When asked if he's got any plans to return to the arenacross barns of B.C., the sites of so many of his past successes, Beaton laughs. "No way" he emphatically implies. But then he stops and really thinks about it for a minute. "Well, you never say never, I guess."

While he'll probably never line up for another race, that suits Beaton just fine. For now he's happy to be working with his kids, earning a paycheck and getting out for some rides with his pals on the weekends. "Do you miss it," I asked him. "Well, at the top level it can be a real grind," states Kyle, "but yes I do, I'd be lying if I said I didn't." **MXP**

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# A CAREER FAN

BY DANNY BRAULT | PHOTOS BY JAMES LISSIMORE

Some of the wildest news that happened this past off-season in Canadian motocross, bigger than any rider signing, is that of KTM Canada releasing their National Race Manager of the last 10 years, Andy White. After ten great seasons, with the scars and four MX2 titles to show for it, the 50-year-old White was unexpectedly let go from KTM's corporate office in St-Bruno, Quebec this past fall.

I gave Andy a call about a month after this announcement hit the news front; he would no longer be working at KTM as their Team Manager, nor in any other department for the Austrian company. The relationship was a positive and beneficial one for the most part between both parties. But like most things in life, all good things must come to an end and this party was no different.

At press time, White was taking time off to let his mind settle before rebounding and reorganizing his future in racing. There's no doubt that he plans to continue working on his passion. For the time being, he's been helping riders and teams coordinate sponsorship deals. My bet is he finds himself as an agent of some sort considering his connections in the sport and knowledge of the industry. (FYI - Jean-Sebastien Roy has taken over the role as Race Team Manager for KTM Canada)

Andy and I had a good, long talk, breaking down his career in the motocross industry and reflecting on how far he's come. It's been an interesting ride for White. From 2000 to 2014, he's managed names like Dubé, Fisher, Homans, Cooke, Treadwell, Johnson, Willard, Chamberlain, Barnes, Whitcraft, Nelson, Nye, Lockhart, Northrop, Keefer, Sleeter, Keast, Klatt, Facciotti, Benoit, Medaglia, Thompson, Montes, Farlow, Nemeth, Dowd ... and I'm sure I'm missing at least ten more. That's all that I can think of off the top of my head right now. He's been part of four MX2 championship seasons ('05 and '07 with Michael Willard, '08 with Eric Nye, and 2014 with Kaven Benoit), and he's also won MX1 motos and overalls with Kornel Nemeth, Klatt, Facciotti, Cole Thompson, and Tyler Medaglia. Probably the biggest highlight was being part of so many 'firsts' for KTM, which include all of the above.

There are many memories for Andy White in Canadian motocross from the '80s, '90s and 2000s. As those in the pits know, Andy loves a deep bench racing session, and while the call started off on a somber note, it wasn't long before he was feeling more upbeat after remembering just how far he'd come in what began as a simple fascination of dirt bikes.

### THE WONDER YEARS

White was born and raised in Montreal, Quebec, but spent a short period of his time growing up in England after his father was transferred for work purposes. Even though Andy and his parents only spent two years overseas, it was an impactful time for their son as far as his passion for motorcycles was concerned.

"We lived right down the street from Donington Park, the legendary motorcycle facility, which was called a 'scrambles' track back then," remembers White. "When you lived that close to the park, they would give you free tickets because they don't want to piss people off; a way to help improve relations with locals."

White took full advantage of the free stubs and enjoyed watching many of Europe's best racers bang out motos, live, right in front of his young, impressionable face. He wouldn't get onto a bike during his time in England, but when his family moved back to their home in Montreal, it wasn't long before White found himself on a dirt bike and then behind a starting gate.

Many of his friends had bikes, and with the action he witnessed at Donington Park, White just had to get himself one of his own and feed his hunger for racing. After begging his dad, he eventually convinced him to buy him a bike, if Andy raised at least 50 percent of the money himself.

"Little did he know, I realized we didn't settle on a price, just that it was fifty-fifty, so I worked my butt off and raised more money than my Dad expected me to," laughs White, who would go on to purchase a Kawasaki 100 two-stroke in '79 at the ripe age of 15. "My friends laughed at me when I showed them my new bike [laughs]. They said it was the wrong kind of bike, so I rode it for a weekend and then traded up to a Yamaha MX100."

After mucking it up in the trails and sand pits around his house, White was gaining experience and also riding other guys' bikes, and soon purchased a 1980 YZ125—a real motocross bike. "I even had the Team Trick gear so I could look like my heroes Ross 'Rollerball' Pederson, Mike Harnden, Terry Hofoss, Stan Currington and others," recalls White.

Brimming with confidence, he entered local events throughout Quebec, hitting notable tracks like Ulverton and Valley Junction. Motorsport Plus, a local dealer in Pointe Claire, offered White some race support while he worked at their store part-time after school.

"In 1981, I picked up a YZ125 and 250 and hit the Junior ranks in Quebec. Yamaha helped me a little bit through the dealership and I won the '82 Quebec Junior Championship. I went to the Junior National Championship at Hully Gully and finished seventh behind Winston Byblo and Kevin Moore; Glen Hoar and Shipclarke were there too."

In 1983, White made the leap to the Intermediate class, followed most of the Quebec regional events and finished well. At the end of '84, he would make the final transition into the Pro class. "My first Pro race was at Cowansville where they blended Intermediates and Pros together. There were a bunch of top guys on the line and I was thinking that I had really made the 'big time.' I was on my way. I ended up going from a great Intermediate rider to getting my ass handed to me in the Pro class. I remember Serge Gregoire lapping me within four or five laps. I was thinking, 'what happened to me?'"

It wasn't easy for White battling in the back of the pack after having such good results in prior years. With some advice from his local heroes, he would make up the difference. "I thought I made a big mistake moving to the Pro class and went into deep depression, but Serge and my buddies encouraged me to train harder and keep going. I went down to Florida that winter and rode with some good US riders. I came back and in '85 was able to battle pretty well in the 500 Pro class. That year was with guys like Hoover, Dyck and Denis James."

Continuing to gain speed and strength, White decided to sign up for the Pro Nationals in '86. "I teamed up with Arnaud Bernard; they had 125, 250 and 500 classes back then. I raced the 500 and finished 11th overall, missing 10th by one point. I really wanted that top-10 number, but that's the best I did," he says.

Why the 500 class and not the more manageable or friendly 250 or 125?

"I liked the 500 because it was such a beast to ride," answers White. "You had to ride it carefully or it would throw you right off of it. Something attracted me to it. I rode a 125 and 250 well, but the 500 suited me best. All of the top riders rode 500s and I thought that would be the premiere class. I idolized [David] Bailey and [Broc] Glover, and it seemed to be the big class. That was the way to go if you wanted to be a 'somebody'."

While the motocross scene didn't have the flashiness that we see today at the Rockstar, Monster, Red Bull Energy Nationals, back then, racers could live off of a strong regional and national campaign. "There was good money," agrees White. "Molson was involved, turnouts were huge and Provincials paid out $1,500 to $2,000 for finishing fifth to sixth in the Pro classes. That was big money for a 17-year-old."

A high flying sport with money being thrown around can lead to some excessiveness as far as partying and living a 'fast paced' lifestyle. Did White get drawn into the thrills after the motos were done?

"I wasn't much of a partying guy, I just wanted to focus on racing," he says. "I gave up a lot of things like not hanging out with my buddies; I was going to Florida instead, working on bikes or working at the dealership. It seemed like it would be a waste to throw it away. I wanted to beat these guys so I focused on it."

### BUILDING CONNECTIONS

Through the years, White would go on to meet riders, mechanics and industry figureheads all over the country and some in the US. It led him to some unique opportunities, and later on to well-paying gigs in the motocross industry.

"I was lucky because the Pro Nationals came to Quebec quite often, and since I was an Anglophone living in Quebec, I would hang out with the western guys a lot. I met Al Dyck, and Joe Skidd was his mechanic; Serge Gregoire was a factory Yamaha rider, he held schools and I tried to learn from him. We had a lot of local Pros in the area, but there weren't many tracks. There was really only one local track where I was the fastest guy. I would go to Sand Del Lee quite a bit with Shipclarke, Randy Clark and Jim Kolman."

It was during his southern training trips where White would meet many of the riders who would eventually race under his management. "We went down to Southwick in the spring and the fall and that's where I first met John Dowd, Keith Johnson and Mike Treadwell."

Over the years, White met just about everyone at every level. He then got into the suspension business with his good friend, Lee Tinkler, and the two were supporting big names—and White's racing competitors—Jean-Sebastien Roy and Marco Dubé.

"I was racing them and using them as a marketing tool so I thought maybe I should focus on the business side of the industry. I raced Pro up to '97, and '98 at the local level. From then my focus was on building up Pro Tech, and we were able to build five centers in Canada. We had Mike Rimsby in Vancouver, Brad Dehaan in London, Ontario, Mark Chayer in Ottawa and Adam Turner and his father in Halifax. We had the country covered."

### THE BUSINESS OF RACING

Business was going well for White. While his dream of becoming the next Rollberball or Glover was over, he had proved his worth in the motorcycle economy, building a reputable name with his suspension business. It helped him to earn the job managing the CRS Suzuki Canada Team in 2000.

"At the end of Pro Tech, Suzuki's marketing manager, Mike Breault, asked me if I would be interested in running their team," begins White on his first 'real' gig as a Team Manager. "We had Marco Dubé, Simon Homans, Jason Thorne, Jesse Wilson, and Derrick Fisher on their factory national team. "Marco needed a guy to help him; we went coast to coast with Dubé and finished second overall on a two-stroke behind [Doug] Dubach."

That fall, White made another big move and put his hand into a dealership in the Montreal area. It didn't last long, but his Diablo Honda dealership become a well-known entity in its time, from 2001 to 2004, especially when White couldn't help but promote his business through the Canadian motocross circuit.

"Lee [Tinkler] and I bought it with a silent partner. Honda was good with us and gave us support to go racing. We had a 125 East Coast team with Jean-Yves Allard, Chris Sprenkel, Benoit Milot, and Shawn Nutt from New York."

All of those past relationships built up from going south for training paid off, as White was able to secure journeymen like John Dowd, Mike Treadwell and Keith Johnson to compete in Canada, and he also had one of the Maritime's favourite sons, Mitch Cooke, enjoying some breakout moments on a CRF450R in 2004.

"That year I got involved with Shot Race Gear," notes White on his multi-tasking business hand. "The company that was bringing it into Canada was based out of Montreal, and we had them sponsor Diablo with Johnson, Cooke and Treadwell. We also helped to bring up John Dowd to race Suzukis that year."

After growing tired of retail, which isn't a surprise to 99.99% of the dealers reading this, White was ready for a change, and, wouldn't you know it, another opportunity came-a-knocking.

### ORANGE TENURE

To anyone reading this that's under 20-years-old, you may not believe it but KTM was not a big player in racing not that long ago. The Austrian motorcycle manufacturer was the little, little, little brother at the Canadian Nationals and North American racing in general. Well, except off-road where KTMs have always been top of the class, but as far motocross goes, they were struggling to keep pace with the Japanese.

A small but passionate and driven company, KTM put on a push in the late 2000s, and that included KTM USA and Canada developing championship winning race programs. With KTM Canada now firmly in place in Canada, based out of St-Bruno, Quebec on the eastern shore of Montreal, they needed to organize a proper race program in all respects:

# A CAREER FAN

motocross and off-road, amateur and pro. A dream job to many, White got the call.

"I ended up getting a call for an interview with the late Rod Bush, former President of KTM North America," remembers White. "We met at the Toronto Supercross in December 2004. I was hired to be the team manager, and started a few weeks later around the first of January.

**"THE REST IS HISTORY!"**

Of course, the dream job came with complications such as KTM having some differences compared to the Japanese product, and many riders were apt to try something different, so White was somewhat limited in his rider base. Fortunately, he did have experience with KTMs while selling through Diablo, but what he didn't have much time or experience with was their new KTM 250 SX-F four-stroke, which the team didn't get until the last minute before the 2005 Canadian Nationals.

"We got some pre-production four-strokes," says White. "We had four of them for all of Canada. We started off with arenacross in Quebec, and Matt Barnes, Kris Keefer, Jimmy Nelson, Pierce Chamberlain, Michael Willard, and Chris Whitcraft."

In 2005, Canada had an East and West MX2 series, so White had Western US racers, Keefer and Nelson, manning the western rounds while Ontario's Chamberlain and Ohio's Willard worked the floor in the East. Things didn't go so hot in the West. Despite the new 250 SX-F showing good power, it got lost amongst many breakdowns, which may have been contributed to an over aggressive Jimmy Nelson, but it's tough racing at a high level with a small budget. Something has to give. A rough start, but White and his Royal Distributing KTM Canada finished strong with a big holeshot from Pierce Chamberlain in the first MX2 East moto at Gopher Dunes, followed by an overall win at Gopher by Willard. The then 17-year-old rode off with his and KTM's first ever Canadian National Championship. It would come again for the two parties in 2007, again over Kawasaki's Kyle Chisholm.

"No one really knew who he was at the time, but he came through for us," says White, who worked with Willard from 2005 to 2007 on the KTM Canada team. Between the championships and wins [Willard also scored some podiums in MX1, which should be noted—and he finished second to JSR at the Montreal Supercross in 2008 on a privateer Yamaha 450], Willard enjoyed his time in Canada and wasn't shy to test the nightlife in Kamloops, Calgary, Montreal or any other beautiful stop along the tour.

"He was a gifted with a lot of riding talent and he didn't have to train," observes White. "He was in natural shape, but when he had to ride harder, training wasn't at the top of his list. I think he was a shy, quiet kid but Michael became popular fast, and winning championships right away. He's a good looking guy [laughs]. There were always girls looking at him and he liked the attention. I don't think that helped with his racing career. He got a break to work as a test rider for suspension and motor components and did some supercrosses, but I think he jumped in a bit too quick and got discouraged. After racing in Canada and winning, it depressed him and it put a sour taste in his mouth when he didn't do so well in the US. Maybe he could have trained harder, but man could he ride a bike."

Willard, Chamberlain, Barnes and all of the KTM riders made a statement that summer, proving moto after moto that the Austrian company was producing some serious power, often claiming the Royal Distributing holeshot money in the MX2 class. It wasn't as enjoyable for other team managers to watch says White.

"One moto, Blackfoot's Joe Skidd walks over to me and says 'One more holeshot and we're tearing you guys down! We think you are doing something with your bikes and we don't like what you're doing.' I was laughing, because there was definitely no oversize pistons or cams or anything. I wanted the tear down so we could get the $400!"

White would go on to capture another two MX2 titles before his career with KTM ended this past fall. In 2008, Northern California's Eric Nye was hired to take on Teddy Maier, Nick Evennou, Jeremy Medaglia, Aron Harvey, and Kyle Beaton in the fiddler division.

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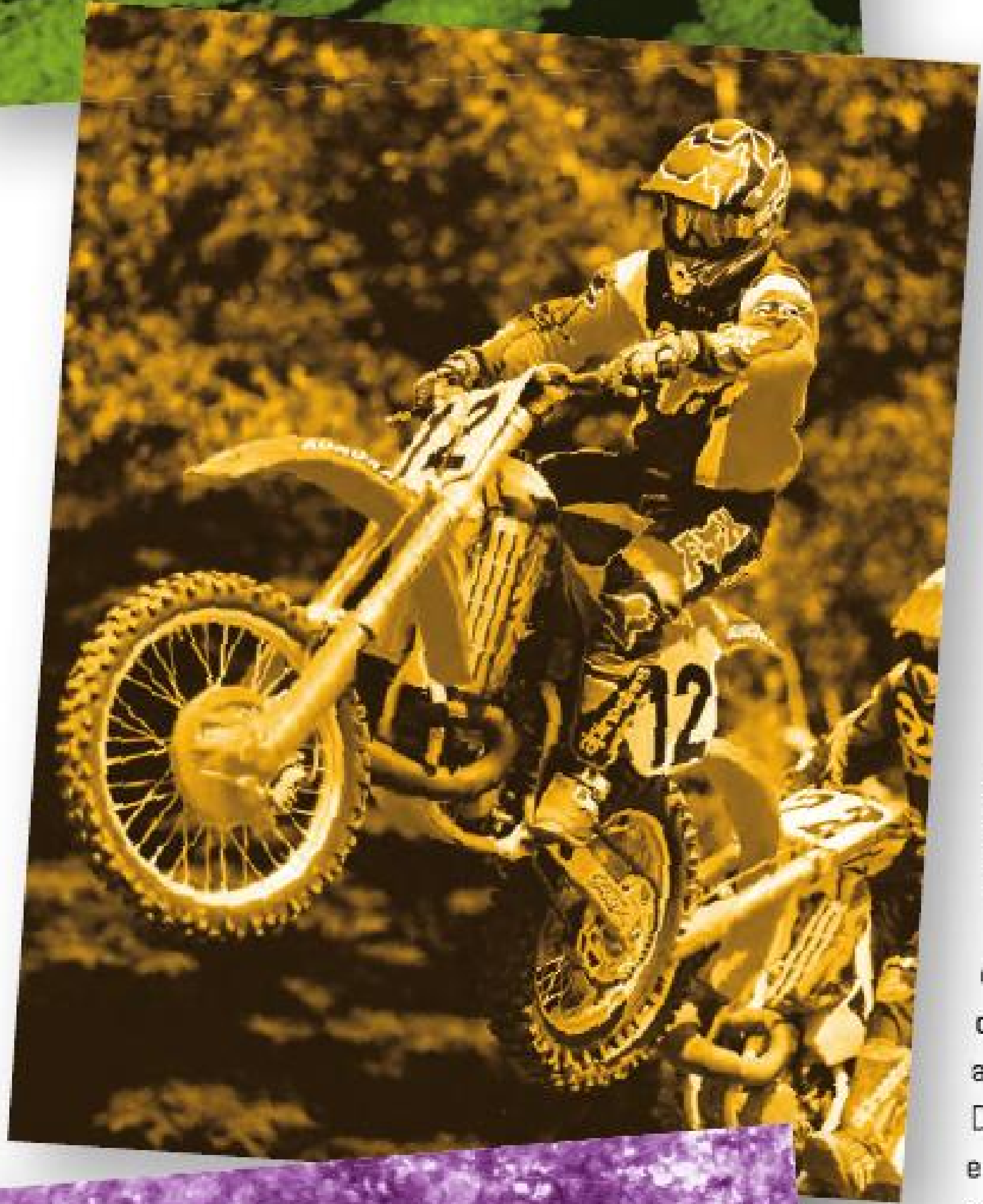

# A CAREER FAN

He wasn't considered the fastest guy in the class heading into round one at Ste-Julie, but come the final round at Walton, Nye, White and KTM once again proved they had the speed, consistency and reliability to win championships at the highest level.

"Nye was a rider who really put a lot of effort into it," says White. "He trained and went to Hangtown to practice a few times each week. He wasn't the party-party guy; he had fun but was focused and made good choices. Eric wanted to make money and his family was supportive. We felt he was the right choice. Maybe he wasn't the fastest guy, but he was consistent and able to win championships."

When it comes to the big bike class, it's a whole new level for riders, teams and bikes. KTM had yet to really put a dent in the MX1 class, until 2009 when they got creative and found a hidden gem from the other side of the world. A global company that enjoys working together with riders and staff all over the world, it was decided to give Hungarian Kornel Nemeth a shot at capturing KTM's first title in the big bike class. Standing at least 6'5", Nemeth absolutely dominated the KTM 450 SX-F. After a slow start to the 2009 nationals, he found his rhythm in the eastern part, claiming a moto win at Sand Del Lee and then finishing the season in second overall behind Dusty Klatt.

"He had a fun personality," recalls White on Nemeth's character. "It was so hard to find good 450 guys to compete against the Blackfoot guys back then. Most guys wanted too much money to come up. Kornel and KTM came up with a deal; he just had to bring over suspension and off we went to the races. KTM Canada was still growing, we were passionate and found ways to make it happen."

White and KTM would receive another grand opportunity to challenge for that elusive MX1 championship belt in fall 2011 when they took advantage of free agents and former champs, Dusty Klatt and Colton Facciotti, after the Blackfoot empire closed its race program. Along with the talent, KTM also lured in top sponsors Red Bull, Fox Racing and Royal Distributing. Sounds fun, but it also meant pressure for White to bring home the bacon.

"It was a different level than I was used to," he admits. "It was more money, more pressure, more marketing ... we had good riders in the past at KTM Canada, but not legends with multi-championships. Everything changed from how we ran the team when we signed Colton and Dusty. It turned from a fun, average racing program to a full-on, full focus all the time. Testing on top of testing. It was a big change."

Sadly, while KTM would win motos with Klatt and Facciotti, neither would go on to win a title during their time there. Facciotti suffered a shoulder injury at round two in Kamloops the first year in 2012, and the pain would eventually drive him to the sidelines following the fifth round at Gopher Dunes. 'Round two' didn't go any better for Facciotti; in 2013, after sweeping round one at Nanaimo over Brett Metcalfe, Facciotti went down hard in moto one at Kamloops and suffered a season ending broken leg, hand and concussion. Things didn't go much better for his MX1 counterpart Klatt, who would secure national number 3 in 2012, but he didn't even make it to the line for the opener in 2013 after injuring his knee racing the BC arenacross series. He made an appearance for a few rounds in the East, before twisting his knee up again in Moncton. That was it! Colton moved over to GDR Honda and Klatt announced his retirement from racing. Certainly not what KTM had in mind when they hired on arguably two of Canada's fastest racers ever.

White has worked with the best (and probably the worst) in Canada, whether it's riders, mechanics, sponsors or caterers. The key to a successful racing program?

"What makes a team successful is the dynamics," he answers. "If everyone can get along, it's almost like summer camp. A lot of people have never worked together, and then you throw them in together, traveling together. If everyone can work together, then it's great. But if not, it's hard. You want the best of the best but you want good personalities as well. It makes it more enjoyable to go through the summer. It is serious but it has to be fun as well. In 2012, we had different dynamics under the tent; different ideas and opinions and, at end of 2012, we made big changes for 2013 and it was way better. There was a learning curve, for sure; bigger teams, more personnel and if you can find the right guys, it will be a good program and a fun season."

After two tough, injury plagued seasons with Klatt, Facciotti and Benoit, who left part way through 2013 with a knee injury, White and KTM Canada rebounded. They didn't have Red Bull back on board, but Fox and Royal Distributing stayed on and the team would go on to capture the MX2 title with Benoit, who did it in unique fashion, riding a 250 four-stroke for the first half, and 250 two-stroke for the second. Unbeknownst to him at the time, it would be White's final win in orange.

"I was at KTM Canada for 10 years and enjoyed every minute of it," he concludes. "There was a lot of stress and pressure, but it was a great time and I met a lot of great people. Due to budgets and restructuring, management had different ideas and KTM had a different focus, so they decided to let me go. They gave me a solid package; I still believe in the product and think it's a great company. I'm happy to have left on a winning note."

It wasn't something White had planned, not getting up and going to work for KTM, but he's positive about the change.

"I took some time off and did a lot of thinking over the holidays. I see myself falling into a consultation position working for a few different teams and riders," he says on his future in his favourite sport. "Right now, though, I'm enjoying time with family and not sitting in a car for two hours one-way everyday [laughs]. I can get up, start a coffee and be at my desk in 30 seconds.

You can be sure to see me at many races this summer, and I'm excited to watch them from a different angle. I can get to be a neutral party. It will be fun, no stress at all!" **MXP**

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# FXR CLOTHING

## A TRUE CANADIAN SUCCESS STORY

STORY BY BRIAN KOSTER

PHOTOS COURTESY OF FXR AND JAMES LISSIMORE

We all have dreams, we all have opportunities and we all have desires. As motocross racers we all seem to possess inner powers to not only overcome adversity but to thrive in its path. We are an irregular bunch engaging in an irregular sport, and as I see it we wouldn't have it any other way. I knew all this but had the opportunity to reinforce and review these thoughts after speaking with FXR's main man and founder, Milt Reimer. Milt is one of us, a regular guy with a love and passion for motocross, and as you read on you will find an amazing story of chances taken and dreams fulfilled.

**Right:** FXR riders love to get stylish.

**Below:** Brock Hoyer looked great in FXR gear last season in Kamloops.

Milt grew up on a hog and grain farm in rural Manitoba, and like most kids on the farm there was a lot of heavy equipment around to operate, and of course the obligatory mini bikes to goof around on once the chores were done. Young Milt embraced both and with all the empty space around was able to build MX tracks; the farm equipment came in handy for building jumps and obstacles. As with most farms with dirt bikes, kids working with tools becomes a necessity. This was back in the mid-1970s when time was not filled with social media, cell phones and mindless video games. Hell, colour TV was the big thing and VCRs weren't even available yet. This was a time when a kid's place was outside running around and getting copious amounts of fresh air. As time passed, Milt's passion was focused on dirt bikes. He started to get pretty darn good on the mini bikes, and as evolution would have it, he started racing full-on Motocross in 1980. From 1980 through to 1990 he progressed through the ranks and won many amateur Championships on his way to turning pro. Like many of us who hit the pro level, you soon find victories become harder and harder to achieve, but that never discouraged Milt.

During those ten years of racing Milt worked as a mechanic at a local motorcycle and snowmobile shop. Of course, being in a rural shop environment, his duties stretched the boundaries into all facets of the business including sales and customer service. By this time he knew and loved the business so in 1990, when the shop owner made a decision to move to British Columbia, they made a deal and Milt took over the business. He was on a five year plan to run the business and then go to university. When opportunity knocks you have to jump so he opted to work first then go to school a little later. As most shop owners know, life becomes very busy when satisfying loyal and paying customers. Milt became too busy to race moto so he decided to focus on the store.

By 1992, the racing itch got the better of Milt but this time it was with snow machines that caught his fancy. And what better place to race cross country sleds than in rural Manitoba. Perhaps that's an oxymoron because most of Manitoba is rural with sprawling country sides with Winnipeg being its hub. The many beautiful little towns throughout provide an epic setting for high speed sled racing fun. Remember, the shop Milt bought also sold snowmobiles so it was a perfect venue for him to showcase not only the snow machines he sold but also his motocross prowess. As you well know, when you are pretty good on a dirt bike anything with a motor comes naturally, and soon Milt was running up front or winning regularly in the gruelling two and a half hour, ultra-high-speed X-country races. He soon realized the sled gear of the day plain and simply sucked. It was not uncommon to sweat out ten pounds in a race and to suffer the negative effects of dehydration. These races are held in sub-zero, freezing cold situations. Any type of modern hydration packs were yet to be invented. Furthermore, if you could even keep the liquid from freezing in the hydration pack, the drink tube would freeze almost instantly with the added wind chill from the speed, plus there were the added complications of even fitting a drink tube in the tight

confines of a snowmobile racing helmet. It didn't take long for Milt to start daydreaming about better gear for his new passion of racing on the sleds. So that year, for fun, he started sketching designs for snowmobile racing jackets and pants based on a cool, leather Honda street bike jacket he bought on clear out before he owned the shop. Nobody wanted to buy this loud Honda jacket with multiple colours and numerous embroideries, but he loved it even though it didn't work well for winter use. So his hand drawn sketches and designs really started taking shape. He approached one of the larger motocross apparel manufacturers and met with them with a very favourable response to produce his snow line. However, Milt was busy running the shop and they wanted him to basically commit full time to the project, but he wasn't quite sure the timing was right for such a drastic move.

In 1994, he wanted some hats made and stopped by a local shop called Modern Headwear who specialized in custom hat embroidery, plus they manufactured custom corporate clothing as well. Back then manufacturing was not dominated by offshore companies, because Canadians actually made a lot of garments within our borders. The guys at Modern Headwear made jackets for companies like Freightliner and Mac tools, as well as the upstart snowboard company, Arson. While poking around the shop, Milt happened to come across one of the designers and they began chatting. As chance would have it, all of his latest sketches were in his truck so he ran out, got them and showed the guy his handy work. The owners then came in and within ten minutes they said "Let's make some stuff!" During 1994 and 1995 they were developing Milt's designs together, but mostly with Milt's input. He went on to win the Pro Can Am Cross Country Sled Racing Championship wearing his prototypes for two years running. By this time all his competitors and fellow racers wanted to wear the same clothing that the winning rider was wearing, which basically is the buzz that started it all.

With so much interest in his sled gear Milt shut down the dealership in '96 and focused solely on the snowmobile clothing line full time. The stuff he was producing was a hit on every level for his target audience. I asked Milt when he knew he made the right decision to close up shop and focus on gear. "Year one, right away I knew this was going to be something big; the response was phenomenal," was his answer. And ya know what, he was right! In those early years, the company doubled every year, which was great, but considering he started from virtually nothing as a one man gang that increase wasn't

> “As your racing progresses through the ranks, the more tireless this attitude to forge ahead becomes.”

(Left and right) Ryan Millar is one of this country's most talented riders with a very a bright future ahead of him.

that hard to attain. Reason being his products were fantastic and blew the doors off of any other rival products of the day. I then asked him about the name FXR and the name's origin. He needed something that had not already been trademarked so this became a bit of a challenge to finalize something cool that was available and easy to remember. A lot of the names he came up with were already trademarked so from somewhere in his head this acronym FXR came into mind and stuck once all trademark infringements were cleared...or so he thought.

With the brand and the business growing exponentially, he was blindsided by a legal document that arrived in and around '98/'99 saying he was being sued by Harley Davidson over the name because they had an existing motorcycle line called FXR. Milt had to travel to the US to face the allegations and defend himself against the mighty American "HOG" manufacturer. Harley ended up with a little egg on their face, because Milt had trademarked the name before Harley Davidson and won the lawsuit! The brass at Harley realized they kind of goofed up, and upon meeting Milt and grasping a better understanding of his company and its goals, realized there really was no infringement and there was no real reason both could not share the acronym FXR. Once this misunderstanding was clarified, the two actually ended up getting along really well, so upon a handshake they agreed to let each other use the name and to never bother one another over such trivialities again. I thought this was a pretty cool part of his story, which at the time must have been a wild ride for him. To this day, Milt harbours no ill will towards Harley Davidson; on the contrary, he says, the whole episode reinforced what good people are involved in the powersports industry. This theme of good people in our industry is something that Milt mentioned often during our conversation leading up to this article, and something he believes helped on his road to success.

Milt also attributes his Pro Motocross background as a major key to his success not only in business but also in his personal life. Let's face it, to race motocross at virtually every level you have to have a relentless desire and attitude to keep pushing forward. As your racing progresses through the ranks, the more tireless this attitude to forge ahead becomes. If we transfer this Pro racer never-say-die attitude towards business, big things can happen and Milt is a testament to this. When FXR first started, the main focus was on snow wear, and to this day the snow line remains a huge part of the company's success. They make very technical wear for some of the harshest winter environments on the planet, from boots, helmets and gloves, and of course with the world famous trail and race snowmobile suits, FXR has you covered. They sponsor literally hundreds of riders globally and it's hard not to see FXR riders at such events as Snocross races and the X-Games. Pick up any snowmobile magazine and chances are, many of the test riders will be decked out in a modern FXR riding suit. Upon checking out FXR`s technological and revolutionary advancements, it's no wonder that global sales have soared in recent years. Take, for instance, their ACMT (Advanced Climate Management Technology) that is more breathable and waterproof than the competition's with strategically located venting zippers to keep your temperature balanced right where you want it. From traditional snowmobile suits to floater suits to help keep you safe and buoyant in the event of an open water mishap, the design team at FXR have left little on the table as far as safety is concerned. Style you ask? They have you covered there too with some jackets incorporating over five hundred thousand stitches including embroidery to make a real fashionable statement for the end user.

So what has been the secret to FXR`s massive success and global appeal? Right from the start, Milt wanted to establish a dealer direct network, which he has achieved everywhere but in Russia. Milt says by sticking to a modest business model his dealers have become partners of sorts, which opens the dialogue directly with the people on the front lines that fit and sell to the public. For those partners they are rewarded with products that are in demand and asked for by name by the discerning consumer. Milt also stresses that ex-Motocross racers make some of the best employees and employs many likeminded racers in his organization. Milt feels the perseverance and problem solving abilities of racers make them an ideal choice for helping propel the company forward. Let's face it, racing is a rewarding and humbling experience and you have to learn how to both win and lose gracefully. People involved in racing also have an amount of mechanical know-how that many of the general population have missed. Combined with so many other factors that result from a life of motocross, you have what Milt considers idyllic employees. And Milt needs a lot of employees to keep the ball rolling forward. Three years ago, Milt had seventeen full time staff that has now grown to forty full timers. Three years ago, he built a new 45,000 square foot head office and distribution centre in Oak Bluff, just south west of Winnipeg, Manitoba, and has distribution centers in Minnesota and Sweden. The company now produces leading edge products in a dozen countries including forty different factories equating to roughly four hundred overseas containers shipped annually. I asked Milt about product design and the steps required to go from the drawing board to production, and who's in charge of new product development. Milt is still the lead designer and usually establishes the platform and direction of a product or product line, but has a team dedicated to the development of new products as well. Former Canadian Pro Motocross racer Matt Hamm is Milt's right hand man and is tasked with the role as team leader, who has a dedicated group working within the design team. Milt says "Everyone works together to agree on new styles and changes; usually three or four examples are tweaked before hitting the production line." The results and their overwhelming popularity are clearly evident. Factor in the fact that the Snow Line catalogue alone has 280 pages of cool stuff, what you are left with is a staggering amount of product to choose from. Add to the fact that FXR has co-produced OE products for Yamaha since 2002 in Canada, the United States, Russia and Finland, you know the quality has to be top notch for a company like Yamaha to be associated with them for such a long period of time.

> *"As you well know, when you are pretty good on a dirt bike anything with a motor comes naturally, and soon Milt was running up front or winning regularly in the gruelling two and a half hour, ultra-high-speed X-country races. He soon realized the sled gear of the day plain and simply sucked."*

Tens of thousands of hours go into the production of the catalogues, and every year FXR hosts 65 (the maximum feasible amount) of their world's largest accounts to their new product launch. The launch location changes but what doesn't is the buzz this event creates for the lucky attendees. The gang at FXR put a lot of work and thought into these events, which are quickly becoming the dealers' favourite corporate event in their calendars. Of course once business meetings are done, good times are the order of the day. Unwittingly, these product launch meetings have evolved into big buying parties so Milt could not be more proud of his team, which he commonly refers to as "family." Milt's dedication to not only his products and dealers but to his employees as well has earned FXR an EDC (Economic Development Canada) Award in Manitoba that puts them in the same company as previous recipients Boeing Aviation and New Flyer Industries who manufacture large buses. The EDC's Emerging Export Award is a huge honour for any company, but for a company like FXR that started with such humble beginnings I think it makes this even more special.

The fame of FXR's apparel line is massive in Europe, and being a Canadian company across the pond is a huge boon for not only sales but for public relations too. Many Europeans love Canada, and Canadians for that matter, which is a very well-known phenomenon; so well-known, in fact, that many American travellers put the Canadian flag patch, sticker or button on their person in the hopes of better treatment by the local European residents while on vacation. Milt stresses that being Canadian in Europe is huge. "Canada Goose is the current number one wearing status symbol in many European countries, and FXR is right there for sportsmen and women."

Brock Hoyer has long been one of FXR's top Canadian athletes.

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With one of the fastest growing companies in our industry, it's no wonder Milt Reimer (2nd from right) is all smiles.

This is a Motocross magazine so let's start talking moto and moto gear. FXR has been quietly making stylish but, perhaps more importantly, high quality, and durable off-road riding gear for a long time. They have sponsored many Canadian riders and teams over the years, and are passion driven when it comes to moto. With snow gear sales so huge, it's no wonder the MX line even exists, but at FXR it's totally about the enthusiasm for Motocross. Remember brand founder Milt Reimer had a solid ten years of MX racing under his belt before ever racing a snow machine. Milt informed me that "Motocross is a total loss for us; it's all about passion and basically a write off for marketing purposes, but the MX coolness rubs off in the snow gear." So, in a sense, it's the snow sales that subsidize the MX gear and MX involvement. I asked if the moto line could ever become a viable commodity. "We have been cautious in motocross because lots of brands come and go, but now we have goals of expanding the MX line with some new products with entry level price points." This is exciting news because I think, given a choice, most Canadian riders would want to support a Canadian company before supporting a brand from elsewhere. FXR has stuck with Canadian-only motocross teams and riders to date and will continue to do so. I asked Milt of all the riders he's helped support over the years, who would be his favourite. "Hands down Marco Dubé. He was one of my heroes, and when the opportunity came to sponsor him I was thrilled. Marco was previously wearing Shift gear and it was the year he went privateer Honda. He stayed at my house and practiced on my track the week leading up to Regina (at the time the closest National to Milt's home) and got on the podium that weekend!" At the time, Marco, who had a grand career and was a big celebrity in his native Quebec, was starting to get older in this young man's sport, so Milt spoke with Marco about a possible career after motocross. Marco would have none of it! Retirement was not in his vocabulary; Marco was a racer and loved racing so much he could not even enter into discussion about life after motocross. Milt used to joke with Marco that he would be a lifer with FXR, much to Marco's protests, but as fate would have it this could very well become a reality, because Marco Dubé has retired and has become a very successful representative for FXR in Quebec and shows no signs of slowing down in the business world.

FXR shows no sign of slowing down either. With new ideas and new products being tabled regularly, FXR is now in the outdoor gear business and has taken a stab into the ever growing world of adventure motorcycling. They just did a deal with Cabela's to make seam sealed, stylish gear for the outdoorsman and outdoorswoman. I have seen people wearing this stuff on the street and it looks amazing. FXR obtained the rights to use the coolest camouflage patterns on this line, and it looks to be a big winner not only in style but on the sales floor as well. Hunting and fishing is huge in North America. Ice fishing was just named the fasted growing winter activity, so this should bode well for FXR's ACMT and floater suits. Milt and his team are also very proud of their new Adventure line of motorcycling gear. "The new Adventure jacket is good to minus 20 Celsius and the most technical jacket we have ever produced. Waterproofing is the biggest issue, and this new line exceeds virtually anything available out there." The Adventure line, which includes several different options of jackets and pants, will be introduced in what Milt would call a soft launch. "We will start off with about 300-400 jackets and be looking for adventure riders to help test and put the products through the paces."

After a lengthy but very enjoyable conversation, I asked Milt for his parting words. "Take the passion of motocross into your everyday lives, be it both work and family… also follow your dreams and work hard." Very sound advice. I then asked about any other heroes or people he admired. "Of course Marco Dubé, but I think Mark Stallybrass and the CMRC deserve a lot of credit for what they have done for motocross in this country." It doesn't take Milt long to rhyme off name after name of riders who have had their careers rejuvenated in the Canadian series, and it's truly evident that Milt knows and follows the scene. He still races Old Timers motocross and rides moto about three times a week on his home track for fun and to stay in shape. He is just like one of us who can't get motocross out of his system.

It's clearly evident that this story is about one of the most successful apparel companies to ever come out of Canada, and it's refreshing to see and feel the passion that goes into every FXR product. So if you are in the market for new gear, why not look into giving FXR a try. There is very little doubt you will ever be disappointed as the quality is top shelf. I want to thank Milt Reimer, Matt Hamm and my old buddy Aaron Wiebe from FXR for making this story a reality. You will be seeing a lot more of FXR this summer when the Nationals roll around. Remember to support those who support the sport! **MXP**

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JSR

# THE KING ~ and his ~ NEW ROLE

BY CHRIS POMEROY

PHOTOS BY JAMES LISSIMORE

There are very few people that we do interviews with that need very little introduction. Jean Sebastien Roy is definitely one of these individuals and we thank him for taking the time out of his busier than ever schedule to talk with us. After being involved with KTM Canada for the last few years, JSR has recently taken on new duties with the Quebec based company and will now be in charge of their factory race team. This summer, JSR will be at every round of the 2015 Rockstar Energy Drink Motocross Nationals as he helps guide his team of Kaven Benoit and Cole Thompson to national success. Recently, on a trip to Montreal, we caught up with the 5-time CMRC MX1 Champion to see how he's enjoying his new responsibilities at KTM.

**MXP: Hey JSR, it's always great to catch up with you as we go way back to when we were just teenagers. Let's start off by talking about how the new job is going at KTM.**

JSR: Things are really good, for sure, good and very busy. Obviously with my new position there is also some new responsibilities and new challenges, but so far it's been good. Everyone I work with is fairly young and we're all really excited, so it makes it fun to come to work each day.

**MXP: Although you've been at KTM for a few years now, your new title as the factory team manager must bring with it a lot of new things. Have you found it to be a big adjustment?**

JSR: Yes and no, I'm still working with basically the same people, however there's a lot more to do. With this job there's obviously a lot big things to look after but there's also a ton of little things. We have a great team and I know that Kaven [Benoit] and Cole [Thompson] are going to do well this summer. We just have a lot to do before the opening in Kamloops. I would say the biggest adjustment I've had to make is my time management and the fact that I'm in the office every day now. But it's all good so far.

**MXP: Speaking of the team, Kaven is coming off a great year in 2014 and Cole is healthy now and ready to go. How is everyone doing?**

JSR: They're doing well. Kaven has been down in Florida riding so we've been talking all the time. Cole has been staying out in California so I don't talk to him as much but he's doing well too. Both guys have their programs and they're working hard so they will be ready soon. Our head mechanic, Stephan, has been working hard on the bikes so I think we'll have a great package in 2015.

**MXP: It's been a few years since you've traveled to all of the national rounds. This summer we'll see you at all ten rounds. Are you looking forward to that?**

JSR: For sure, over the last few years I've been at some but I haven't really been too involved in the race day operations. I was more there to just help out and to be honest it was kind of boring at times. Now I'm back but I also will have some pressure to deal with. I mean, I'm not turning the throttle but I will have some expectations put on me and some pressure to do my job well. That part of it I've really missed so I'm really looking forward to it.

**MXP: It seems like for some athletes, who have competed at a high level as you did, when they're done racing they need to find something to fill not just time but also the void that is left by not racing anymore.**

JSR: Exactly, that is how I feel. I've always enjoyed it when I have pressure on me and I've always felt like I handled it well. To just go to races and hang out and watch the races is not fun for me. I need that intensity and feeling that I had when I was racing. Obviously, I'm not going to throw my leg over a bike

again and race a national, however this is the next best thing.

**MXP: Your family must be used to having you home all the time. Will they travel with you to any of the rounds?**

JSR: That is the cool thing with our national schedule. When the series comes east, the furthest round for me is Gopher Dunes. So the plan is to take our camper and make a family weekend out of some of the rounds in the east, so that will be fun for sure.

**MXP: We're only ten years out from your last national title. Wow, I can't believe it's been ten years. Where does the time go?**

JSR: I don't know, these days the years just seem to go by fast.

**MXP: Anyway, my question is that even though it's been ten years and a lot has changed in the sport and in society, do you still think that what it takes to win a title remains the same as it did in say 2005 or 2001?**

JSR: That's a good question and yes I do. Winning titles at the top level takes work ethic, managing your energy and managing your time. It's being ready to deal with any type of situation that comes up, and obviously it takes a tremendous amount of fitness. These things will never change regardless of what gets introduced into our lives. The two riders that we're going racing with in 2015 do all of these things well. If I can help them at all I will and together we should be successful.

**MXP That was my next question: Do Kaven and Cole call you up and pick your brain for some secret JSR tips?**

JSR: Not yet, maybe once the season gets going they will. I helped Kaven last year with a few things as his MX2 title didn't come without adversity, but he had it figured out pretty good. I think they trust me with certain things and I trust them that they're on the right track with everything. That is part of what makes a good team. I'm sure there will be certain times when I'm asked for some advice but that's what I'm here for.

**MXP: Sounds like you have an exciting year ahead of you and I'm sure everyone in Canada will enjoy seeing you at the races again. Okay, I have one more question that I've always wanted to ask you. Heading into the 2006 season you had won five championships in a row, and then you switched to the four-stroke. That season didn't really go that well for you and your streak was halted by your teammate, Dusty Klatt. Looking back, do you wish you'd stayed on the two-stroke for one more year?**

JSR: At that time there was a little pressure to switch to the four-stroke because Honda was getting out of the two-stroke market, and since everyone else on the Blackfoot Team was riding four-strokes, switching made perfect sense. However, looking back, I do wish I could've spent one more year on the two-stroke. I spent a lot of time and suffered a lot of crashes during that off-season trying to learn how to ride the four-stroke. It was just so different from what I was used to and how I rode a motorcycle. It was definitely tough to learn. Like I said, I had a few really hard crashes and came into the 2006 season injured and I wasn't able to recover. Plus, Dusty had it figured out and he rode really well that year.

**MXP: I think we all enjoyed watching you ride the two-stroke during those years. Well, thanks again for doing this. Good luck this summer and we'll see you in Kamloops.**

JSR: Thanks, it's always great to catch up with you. It should be an exciting 2015 for everyone. **MXP**

# HOW IT ALL
# 19 STARTED 57

~ STORY BY BILL PETRO ~

## *Canadian Motocross National History*

IN THIS SPORT AS IN LIFE, IT'S IMPOSSIBLE TO LOOK AHEAD WITHOUT FIRST LOOKING BACK TO WHERE WE'VE BEEN. IN THIS STORY ONE OF OUR PRIZED HISTORIANS BILL PETRO, TAKES A LOOK BACK AT CANADA'S VERY FIRST PRO NATIONAL IN 1957.

### HOW IT ALL

# 19 STARTED 57

The first CMA sanctioned Scramble was promoted by the British Empire Motorcycle Club and titled the Ontario Grand National Scramble. It was held September 1, 1951 in Ancaster.

It wasn't until 1957 that the first "National" was held, (the first US National was held in 1972).

Everyone thought the CMA would give the race to the Ontario Centre, to be held at Copetown. The board shocked everyone by announcing the first National would be held at Delson, Quebec. It was especially shocking because it had been decided the National would be held one year in the East and the next in the West. That meant it would be 1959 before Ontario, and the famed Copetown track, had a chance of holding a National.

Jerry Marshall, Lachine Quebec, AJS, won the 500cc championship. Watkins won the lightweight class on a Triumph Tiger Cub. That was how names where recorded then, sometimes with a first initial; they rarely said where a rider was from. Four-strokes dominated thru the '50s and '60s with very few two-strokes.

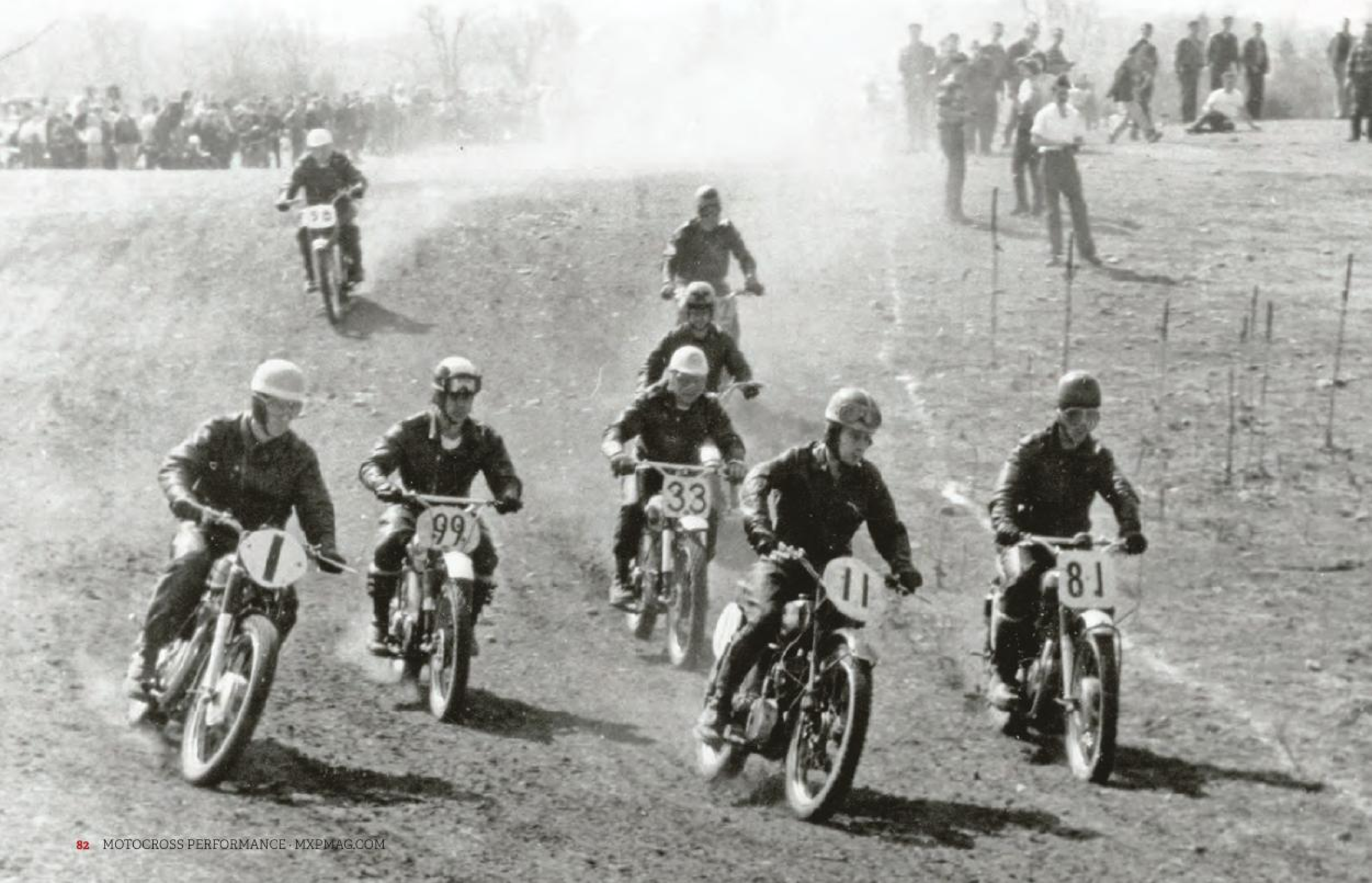
In 1958, the national was held in Langley, BC. Vern Amor, Triumph, won the lightweight title while Tom Richardson, Triumph took the 500cc Expert class. Even though the champions from the west and the east the previous year never raced one another, they would all be the riders that are our first National Scrambles Champions.

In 1959, the championship race came back to the east and was held at Copetown in Ontario. The reports say that there were entries from Quebec, Ontario, Alberta and the US, but it wasn't until the 1961 national, also at Copetown, where many considered the event a true Canadian national.

Top Western riders included BC's Vern Amor on the new Greeves square barrel, who had just won the Western Canadian Championship, Arnold Gray from Calgary and Reg Bellerose from Edmonton, Americans Dave Robinson, Joe Bolger and the Wetzel brothers, among others, also attended. National Champions Bill Sharpless and Gunter Sauren were among the eastern riders represented. There is no mention of riders from Quebec or Eastern Canada. Matti Pellinen, who had recently emigrated from Finland, won the Expert Open class and Vern Amor continued his

**Opening page:** Rex Turple excelled at motocross, hill climbing and flat track racing. By his retirement from racing in 1978, Rex had won the Alberta ½ Mile Championship thirteen times, and was the Champion in numerous Short Track, Hillclimb and Provincial MX classes.

**Below:** 1957 Peterborough, ON, Good Friday - Hall of Famer Larry Bastedo (81), Hamilton, passed Ab Everest (1, Ontario 500cc Expert Champion), Oshawa, on the last lap to take the win in his first Expert class race. Other riders include Lloyd "Torchy" Palser (99), Bill Strachan (11) and Sheldon Smith (33).



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### HOW IT ALL

# 19 STARTED 57

**Top right:** Vern Amor, Victoria, BC, won 2 National titles. He accumulated over 1,000 trophies in the 27 years he raced motocross.

**Bottom right:** Toronto-born Bill Sharpless is one of the pioneers of Canadian off-road competition, among the elite of his era and an inspiration to many of his successors. He started racing in 1953 when motocross still went by the name "scrambling." Although he was a master at all disciplines of motorcycle racing, he achieved numerous national #1 plates in Motocross and Enduro.

winning ways with the Expert 250 Championship

This was also the year that the term "Motocross" was introduced. Scrambles was a British term that was originally adopted by the organizers of motorcycle races, and it featured races that were determined by the first rider to finish a pre-determined number of laps on a closed circuit. Motocross was a term used mainly in Europe and it featured two or more races that were held over a period of time, say 30 minutes plus 2 laps. Then the winner would be determined after tallying the points they were awarded for each heat race. Motocross became the new term for Scrambles, although the latter is often still used in Great Britain today.

Names like Gerry Marshall and Yvon DuHamel from Quebec, Jim Kelly, Bill Sharpless and Larry Bastedo from Ontario, and Vern Amor, Zoli Berenyi Sr. and Rudi Zascko from the west, were names that showed up quite often in the '50s and '60s. All of these riders went on to become legends of Canadian Motocross and truly deserve recognition in the Hall of Fame.

The Canadian National Championship continued to run annually thru the '60s, although it's importance was dwarfed by the Canada/New England Challenge matches that took place from 1964 thru 1969. Multi-event Canadian Nationals started in the early '70s.

Photo Captions refer to Contact sheet.

1957 Peterborough, Good Friday. Hall of Famer Larry Bastedo (81), Hamilton, passed Ab Everest (1, Ontario 500cc Expert Champion), Oshawa, on the last lap to take the win in his first Expert class race. Other riders include Lloyd "Torchy" Palser (99), Bill Strachan (11) and Sheldon Smith (33).

1959 Victoria BC. Tom Richardson (1) and Vern Amor (14) line up for the Grand Prix Race, which is the last race of a meet where all of the classes compete together with a staggered start based on engine size.

Toronto-born Bill Sharpless is one of the pioneers of Canadian off-road competition. He is among the elite of his era and an inspiration to many of his successors. He started racing in 1953 when motocross still went by the name "scrambling." Although he was a master at all disciplines of motorcycle racing, he achieved numerous national #1 plates in Motocross and Enduro.

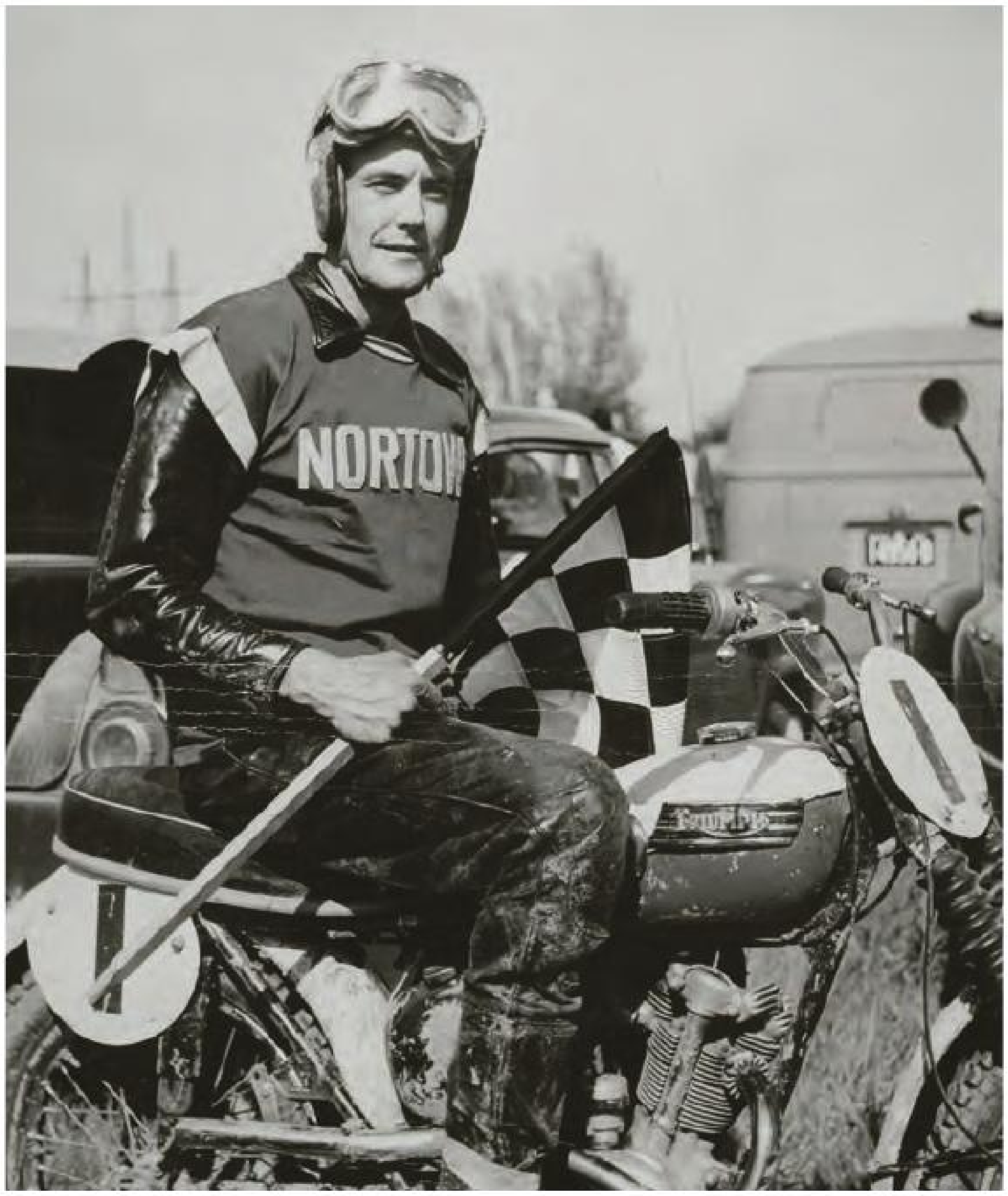
1957 - Gerry Marshall from Lachine, Quebec was the winner of the first National Scrambles Championship held in Delson, Quebec.

Vern Amor, Victoria BC, won 2 National titles. He accumulated over 1,000 trophies in the 27 years he raced motocross.

Larry Bastedo won his first Expert Scramble in Peterborough on Good Friday 1957. In the whole season he was beaten only once. At Copetown, Ontario, he won the Eastern Canadian Championship. He also won the national championship in spiked tire ice racing at Ste. Agathe, Quebec.

Late '50s Grand Prix start in Chicoutimi, Quebec. Gerry Marshall (182) tangles with Yvon Duhamel (42) at the right side of the photo.

Shown here on his Hill climb bike, Rex Turple excelled at motocross, hill climbing and flat track racing. By his retirement from racing in 1978, Rex had been 13 times Alberta ½ Mile Champion as well as Champion in numerous Short Track, Hillclimb and Provincial MX classes. MXP



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### MEET HUSQVARNA CANADA'S

# Victoria Hett

BY CHRIS POMEROY | PHOTOS COURTESY OF HUSQVARNA CANADA

The journey from Victoria, BC to Saint Bruno, QC has been a long and winding one for Husqvarna Canada's new Marketing Specialist, Victoria Hett. From her early days of riding around the family farm in British Columbia with her father and brothers to now being in charge of the marketing tasks at Canada's newest motorcycle manufacturer, Victoria has never wavered in her love for riding or just motorcycles in general. With Husqvarna seemingly making leaps and bounds in the Canadian motocross market, and their newest star rider, Tyler Medaglia, all set to make his Husqvarna debut at the 2015 Rockstar Energy Drink MX Nationals, we sat down with Victoria to get her story and to find out how she came to love everything on two wheels.

**MXP: Hey Victoria, thank you for taking some time to talk with us. You've been at your new job as Marketing Specialist at Husqvarna Canada now for a few months. How has everything been going?**
VH: Everything is going really well so far. Obviously being a girl from Western Canada it was a small adjustment moving to the Montreal area, however motorcycles are motorcycles regardless of where you live so the transition has been fairly easy.

**MXP: So you're from out west; what part exactly?**
VH: Well, I was born in Victoria, BC and spent a few years there before we moved to the mainland when I was just five-years-old. From there my father introduced riding to my brothers and I, and we all started doing it at a very early age. There was definitely a love for riding created right away as most weekends we traveled to Poker Runs and just spent time riding as a family.

We did this until we were about 11 or 12 years of age and then we started racing. My Dad was still racing, so again as a family we would go to races, camp at the track and just generally have a great time together. All of the memories that those days created are very special to me.

**MXP: Do your brothers still race?**
VH: Yes, of course, my brothers and I still compete; as the saying goes, racing is in our blood and it's our passion. They still live in Vernon, BC and race all the time. With me now in Quebec, I plan to get to know the tracks here very well this summer.

**MXP: I grew up in a similar environment, and to this day I still think that motocross is one of the best family sports in existence. Would you agree?**
VH: Definitely, without question. As I said, some of my best memories come from my childhood and riding as a family. We would ride all weekend, camp, have campfires and my Mom would cook. It was just a great time, and you see that at every track and riding area. As I get older and have a family of my own I'd like to raise my kids the same way. It's just a great way to grow up. I think that this sport in general just teaches kids a lot of great life lessons. I mean, when you're at the track and you have a problem with your bike and need help, people are willing to help you, even if they're your arch rival. That doesn't happen in other sports and it's a great thing for young people to learn.

**MXP: Was your father a long time racer before you were born?**
VH: Yes, he began riding at a very young age and started racing motocross when he was 13-years-old. When he was 16 he tried his first off-road race. Even though he had mono at the time, he still loved it and continued to do it. He passed that love and passion for riding onto us, and now it's engrained in me and my brothers.

**MXP: So he taught you more about off-road riding rather than motocross?**
VH: Yes, that was what he was best at so it was natural for him to teach us that. Plus, riding around our farm was more suited to off-road than motocross so that is what we did more of.

**MXP: Were you involved in any other activities while growing up or was it just riding?**
VH: Actually, I was also into riding horses a lot. I did the dirt bike riding with my Dad and the horse riding with my Mom so I guess I had the best of both worlds. Obviously, riding horses is a little calmer than riding dirt bikes so the horses offered me a nice break from the intense world of dirt bikes.

**MXP: It sounds like you had a pretty good time growing up on the farm just riding horses and dirt bikes. How did you transition from riding for fun into having a job in this industry that you love so much?**
VH: Well, for me, like a lot people, I finished high school and then proceeded to attend University, however I didn't really have a clear direction as to what I really wanted to do. What I did know was that I didn't want to spend a lot of money attending school for no reason so I ended up leaving University and joining the RCMP. I was an officer for six years. Even though I enjoyed the job and the people I worked with, I wasn't really enjoying the lifestyle that the job gave me, so I decided to make a change.

I decided to go back to school to get a Business Degree and go into accounting. However, the more accounting I did the less I enjoyed it so that led me into pursuing the marketing end of things. As soon as I got into marketing I knew that's what I wanted to do.

**MXP: That takes a lot of courage to go from a secure job with the RCMP to basically starting over again.**
VH: Well, I was still working with the RCMP while I was going to school but I knew that my future wasn't as a RCMP officer.

**MXP: Were you still riding through all of these occupational changes?**
VH: Of course! I could never stop riding. Actually, in 2010, I finally quit the RCMP, sold my house and pretty much everything I owned at the time. Then I bought a truck and a camper and drove to Mexico to race my first ISDE event. It was certainly a decision that took a lot of thinking through, however it felt right at the time and I don't regret it one bit.

MEET HUSQVARNA CANADA'S

# Victoria Hett

Once I returned from Mexico I finished my schooling, and since my truck had broken down on the way home, I had very little money and was in need of a job. Fortunately, I found a job in Vernon at Cal-Tire in the marketing department.

**MXP: Right in your home town?**
VH: Exactly, it was a great opportunity for me as Cal-Tire was a great family orientated business and I fit in very well there. At that time I was racing a lot, so each weekend I was away competing and then it was back to work during the week.

**MXP: So I'm assuming Mondays were very difficult for you?**
VH: Yes, Mondays were very tough. There was definitely a lot of coffee consumed on those days.

**MXP: How long were you at Cal-Tire?**
VH: I spent about two years there, which were great years. At the time I was combining the two things I loved: marketing and of course riding. However, after a couple of years I again felt like I needed a change and a move to something new.

**MXP: That was my next question: how did you end up going from Cal-Tire in BC to Husqvarna in QC?**
VH: I think it was a case of something good coming out of something very bad. Last year my Dad was diagnosed with cancer and sadly he passed away eight months later. It was very quick and obviously extremely hard to deal with for my entire family. However, after he passed away I knew that I needed a change of scenery so I applied for this job and I got it. I packed up everything and made the move east to Quebec. Honestly, if my Dad was still alive I might not have even thought about making a life changing move like this, but he always taught us to follow our dreams and that's what I did.

**MXP: We're very sorry to hear about your Dad. That is very sad. However, like you said before, you made the best out of a very tough situation. So have you been enjoying Quebec so far?**
VH: So far everything is great. I work with great people here at Husqvarna so it's definitely made the transition easier. You know, I'll always consider BC to be my home and there are a lot of beautiful things out there: lakes, mountains and great riding areas. However, BC doesn't have the old architecture or the culture that Quebec does. So far I've really enjoyed my time here, and I'm sure it will only get better as spring comes and I'm able to get out and ride some of the famous tracks in the east.

**MXP: You're definitely in for a treat as there are some incredible tracks and riding areas in the east. How is everything going at Husqvarna?**
VH: So far everything is going great. Husqvarna is a brand with such a rich history, and we're taking the history and core values and applying it to racing today. We're very happy so far with sales and our dealer network. As they've been doing this season in the USA, we're going pro racing with Tyler Medaglia this summer at the 2015 Rockstar Energy Drink MX Nationals.

**MXP: You must be very excited to have Tyler on board?**
VH: Tyler is the perfect rider to represent the Husqvarna brand right now. He's very professional, he's a great family man, he's great with the fans and he's capable of winning races. He's a great fit for us and we hope that he's going to have a very successful season in 2015.

**MXP: All of the things you just mentioned about Tyler is why we think he's a perfect choice for the cover of this issue. We're very excited for you and Husqvarna and all of the exciting things that are happening this year. Good luck with your own riding this season and we can't wait to see you at the track.**
VH: Thank you, we're very excited with everything also. Since I'm new to this area I don't know when spring usually arrives, but when it does I'll be ready to hit the track and have some fun. All the best to you guys and we'll see you at the races.

> "As I get older and have a family of my own I'd like to raise my kids the same way. It's just a great way to grow up. I think that this sport in general just teaches kids a lot of great life lessons."

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The 2015 Husqvarna range represents the pinnacle of more than 110 years of motorcycling expertise. Cutting-edge innovation and the insatiable desire to win led Husqvarna to craft the ultimate middleweight motocrosser. By combining the lightweight agility of a 250 and the hard-hitting power of a 450, the all-new Husqvarna FC 350 provides premium performance on the track. With an impressive 54 horsepower and the advanced WP chassis and suspension, the FC 350 is ready to carry on Husqvarna's championship-winning heritage. Are you?

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WHO IS THE

# SEVEN DEUCE DEUCE

BY CHRIS POMEROY | PHOTOS BY JAMES LISSIMORE

In professional sports whether it be a team or individual discipline more times than not most fans and enthusiasts put the bulk of their stock in results. Without question results and victories are the name of the game I get that as without points it would be pointless. There are many facets of Motocross that dictate success, over and above those who achieve the podium at any level success can be gauged and measured in many ways. Character is a huge component to success in Motocross and without it in a game often wielding a double edge sword that can leave one cut to ribbons mentally, physically and emotionally, character can be a game changer and a lifesaver. In November of 2014 as we set to kick off the Future West Canadian Arenacross Series I met a man that I would deem character personified. Yes the man aptly known by his following as 'The Seven Deuce Deuce' snuck up behind me in the pits at round one in Armstrong B.C. and before I could even get a visual all I could hear was "What's Up Caaaaaaaanaaaaada" as he referred to the big maple leaf on my back. Not often in life when you meet someone for the first time regardless of stature or standing you know exactly where you stand; the moment I met Adam Enticknap I knew that Kourtney Lloyd had made a great decision and our series was the better for it.

Adam had been brought up by Cycle North race team manager Kourtney Lloyd to contest our series and prior to this first meeting I had interviewed Adam on my Canadian Moto Show. Like most round one's there was a very fresh, festive carnival like atmosphere and even though Adam was not running around the pits jacked on Pop Rocks and Energy Drink like the anxious youngsters, I could tell he was every bit as thrilled to be there. I would like to be able to tell you that Adam's notoriety and following grew in leaps in bounds as a result of Kourtney securing his services or his endearing of the 722' character to my Canadian Moto Show listeners. However the truth is that Adam Enticknap who is 24 years old and has been riding a motorcycle for 20 years has been a regular and co-host with Steve Matthes on the very popular Pulp MX show. Kourtney Lloyd points to the episode of the

**Above:** Adam Enticknap enjoys a light moment with his SX friends during track walk.

**Top right:** Over the last few years, Enticknap has worked hard on his SX skills and it's beginning to pay off.

**Bottom right:** Whether he's on the bike or walking through the pits, the 722 is an assuming figure.

> "THE LAST 3 YEARS HAVE NOT BEEN ALL ROSES FOR THE 'SEVEN DEUCE DEUCE' BUT IN TRUE 722' FASHION HIS FOCUS AND PASSION IS AS FORWARDLY FOCUSSED AND STRONG AS EVER."

Pulp MX show where Adam pleaded to be rescued from privateer island as the birth place of the the partnership with her and Adam which has since carried itself into this years Supercross series. The resume of his diverse character also includes a long Rap sheet, literally which sees the '722' teamed up in a rap musical duo with his longtime friend and fellow Lompoc native Maurice Kirby. The two have yet to be nominated for a grammy but their synchronized loquacious linguistics but the way they therapeuticly break out beats together is very cool. Adam's musical talents can be checked out in his SoundCloud account at '7DeuceDeuce'.

The Canadian Arenacross series was a real eye opener for Adam and even though he had hoped for better results I know he enjoyed every minute of his time in Canada. The venues were tighter than he was used to and one of the things that I saw first hand that will not show up on any score sheet, is that Adam was a total team player. No he wasn't out there taking guys out or blocking for his teammates he was riding his dirt bike having fun making the best out of each situation. Adam will tell you "that is the Seven Deuce Deuce way of life" "Having fun making the best out of each situation and not focussing on any negativity"
I would also note that if Adam has the opportunity to return next Fall I believe he and his connections will benefit huge from this past years experience. I may take some heat for saying this but I believe if Adam returns to Canadian Arenacross series we will see a more aggressive Adam Enticknapp as I believe by series end he had finally figured out what it was going to take to win. The final night of the series even though Adam did win the Dash For Cash he would have to pull out of the Pro Open main event after leading early succumbing to a hematoma suffered in a heat race crash. Adam was a lttile bit bummed but remained positive and focused on the big picture of being healthy for the 2015 supercross series and hanging on tightly to the life buoy thrown his way by Cycle North and trying to keep his distance from 'Privateer Island'. Adam also gave the Canadian Arenacross series full marks in regards to quality, depth, professionalism and competitiveness and at each round he was quick to tip his hat in a sportsmanlike manner to his competition.

Cycle North hit their mark in the Open Class as Ross Johnson was a repeat winner but the team dynamic with Enticknap on board paid dividends in many other aspects to help improve the sports development and future. Adam was a huge part of that as his magnetic almost Pied Piper like charisma had a train of up and comers keeping the burly likeable Northern Californian's shadow filled and trust me it takes a few for that. Speaking with Adam at each round it was never about him, he put huge emphasis on the team and Kourtney's development of the kids and her amateur program, I watched first hand as Adam went over and above what was expected of him in that department. Whenever I asked of his time Adam was there, whether it was for time on the 'Live' broadcasts or calls and texts during the week for progress reports he always made himself available. Thanks Adam.

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DEUCE

Throughout the journey of the Canadian Arenacross and attending two rounds of this years Supercross series I was fortunate enough to spend some quality time with Adam and the many in his corner. I got a much better look into the background of how it all started and how things have snowballed for Team 722' and the thankless hours that his numbers and there are many have put in. Adam grew up in Northern California and pretty much inherited the passion as I can tell you after meeting the who I only know as 'The Seven Deuce Deuce' senior Adam's father it validated the apple not falling too far from the tree theory. Adam his brother Tyler Enticknapp who is a few years his junior got their start riding at a very young age heading out for weekend family camping trips to the hills and riding for fun. Adam when asked said he has had the passion since day one and it has always been about just having fun and that is also a big component of The Seven Deuce Deuce way of life, having fun.. That's exactly what the Enticknap's did had fun riding dirt bikes and also at a young age Tyler and Adam were soon lined up to race BMX bikes. By the time Adam was 9 years old his talents and efforts had him ranked as the number one BMX'r in all of the United States for his age bracket. The competitiveness eventually spun itself into motorized action and as an amateur on the Motocross track Adam was always a top dog. As he entered his mid teens he started to have some injury setbacks that would see him have to overcome some pretty serious adversity. When I spoke with Adam and he categorized and put a timeline to where he is now I could not help but be impressed with his commitment to overcome and perseverance. Adam has had to overcome multiple broken ankles, femur breaks as well as very serious T-6-7-8-9 fractures, given Adam's multiple talents he could very well choose to be doing something but he still just loves racing dirt bikes. Once turning Pro Adam tested the waters of the AMA Arenacross Series and quickly found himself in the top 10 which then parlayed itself into a date with Supercross. At Adam's first Supercross event in Houston he qualified and impressive 27th for the night program.

The last 3 years have not been all roses for the 'Seven Deuce Deuce' but in true 722' fashion his focus and passion is as forwardly focussed and strong as ever. Although Adam is still technically considered a privateer he has a great army of people supporting him. With the help of Cycle North, Fly Racing USA, Pulp MX, Tokyo Mods, The Privateer Journey, Maurice Kirby (Mo_Filthy) his brother Tyler Enticknap, Wanda Ries (Wandagg) and Kenny Adam Enticknap's quest for the promised land of Moto glory via a golden ticket to the main events soldiers on. If you have the opportunity to get to one of the remaining Monster Energy Supercross races or if we are fortunate enough to see him back on Canadian soil stop by his set-up and jump in line as Adam always takes time for the masses of his cult like following. I also think it is important to remember that behind all the glitz, glamour, pomp, ambience, lights, action and seeming glory on race day there is a gladiator driving himself from round to round in a pickup truck living within his means doing his best to stretch a tight budget. As I said the Seven Deuce Deuce is a character in every sense of the word and has a natural ability to makes his fans feel like the real winners! Good luck the rest of the way and enjoy the ride to the promised land Adam Enticknap I am proud to call you my friend. If you would like to help Adam fulfill his dream there is a website where 'The Seven Deuce Deuce' signature merchandise and CD's can be found and purchased at a very reasonable price at www.the7deucedeuce.com

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# THE722

The first time I witnessed firsthand the passion that Cycle North Powersports' Kourtney Lloyd has for this sport was during the fall of 2012 when, together with Ryan Lockhart, we put together a motocross school in her native Prince George, BC. Building the riding school from just a passing idea to a two day extravaganza was accomplished by Kourtney's undying work ethic and her intent to give the chance to get some valuable instruction to not only the riders of her popular Cycle North Amateur Team but all of the riders in the surrounding Prince George area. Thanks to her, the riding school was a rousing success, and soon after that Kourtney thrust her Cycle North dealership into the national spotlight by announcing that she was forming a pro team to race the entire 2013 National series.

At the time, everyone that knew her was convinced that Kourtney's team of Brad Nauditt and Ross Johnson would have everything they needed to be successful on the national stage. Like every team that competes at the elite level, the 2013 Cycle North Honda Team had a few trying moments during that summer. However, when the series concluded at Walton Raceway, both riders achieved top ten overall finishes in their respective classes, and Kourtney was applauded for her efforts in turning her small but powerful Cycle North Honda Team into a coast to coast Canadian success story.

Soon after the 2013 season

**Left:** Being at the race track always puts a smile on Kourtney Lloyd's face. **Right:** One of Adam's biggest fans is his brother, and it's sometimes hard to tell them apart.

concluded, Kourtney put the outdoor season behind her and began focusing on putting together a team to compete in the winter BC Arenacross Series. Once again, with Honda Canada supporting her, she called upon the talents of Ross Johnson to lead the team; then in a surprising move, Kourtney was able to secure the services of Jeremy Medaglia. During the three month indoor series, the Cycle North Honda Team was nothing short of dominant. Week in and week out, Ross and Jeremy battled their way around the tight tracks en route to the overall championship and runner up position, respectively. The AX series was a huge success, which gave the Cycle North Honda Team their first pro championship.

With an Arenacross series in the books, Kourtney once again looked into the future to see how it would be possible to field another team for the upcoming 2014 Rockstar Energy Drink MX Nationals. Well, with big dreams comes big costs, and when the price of going racing coast to coast became too high, Kourtney was forced to redirect her focus back to her amateur team. Kourtney recalls the reason behind that tough decision. "I would love to be able to continue with the pro nationals 100%, but with the cost and commitment of running a full series, I just can't sell enough dirt bikes to make it work. I wish there was an east and west MX2 class so we could do a "series" like how they do it for Supercross. It would be more feasible for dealer backed teams to do it, and still have the opportunity for riders to win a Championship. There are only so many major sponsors that are involved with moto and only so much money to go around, so for Cycle North to pay for a full series just isn't worth it for us. It was a pretty expensive hobby."

So with a national team put on the backburner for the time being, she once again threw all of her efforts into her very successful amateur team as well as make another run at an Arenacross Championship. With defending champion Jeremy Medaglia still healing up from a summertime injury, Kourtney was forced to search out another rider to race alongside Ross Johnson. After listening to California native Adam Enticknap on the popular Pulpmx radio show, Kourtney was instantly captivated with Enticknap's charisma. After some thought, she decided to make some inquires about whether or not he would be interested in riding for the Cycle North Honda Team. "I heard Adam on the Pulp Show when I was driving home from the Nanaimo National last year and I loved the way he was so out there. His personality was awesome and he gave so much love to his sponsors and supporters. How could I not want to help him out? I contacted Steve Matthes and got his contact info. We talked and he was pumped to come to Canada; that was pretty much it."

With Enticknap's services secured, Kourtney began looking at the big picture and beyond the 2014 BC Arenacross Series. Beginning in January of this year, Enticknap had his heart set on racing the 2015 Monster Energy AMA Supercross Series. However, racing in the most popular series in the world isn't cheap, and Enticknap needed support to take himself and his Seven Deuce Deuce persona on the seventeen round SX tour. Even though this series takes place thousands of miles away from Cycle North's address in Prince George, BC, supporting Enticknap made perfect sense to Kourtney. "Adam proved to me in Arenacross that he was one of the hardest working riders out there. He deserves to

> "I HAD A FAMILY THAT LIVES SIX HOURS FROM PRINCE GEORGE CALL ME JUST LAST WEEK. THE DAD SAID THAT ADAM SPENT TIME WITH HIS KIDS DOWN AT THE ARENACROSS THIS WINTER AND IT MADE HIS KIDS WANT TO BE A PART OF THE CYCLE NORTH TEAM, SO THEY BOUGHT TWO BIKES."

**Top right:** Kourtney and Adam share a post-race hug in what has become a great friendship.

get support to do what he loves, which is Supercross. If we can help him with that and be a part of it, which has always been a dream of mine as well, we are more than happy to do so. Adam's presence on the Cycle North Team has generated bike sales for us, which we've seen on numerous occasions in our shop. I had a family that lives six hours from Prince George call me just last week. The dad said that Adam spent time with his kids down at the arenacross this winter and it made his kids want to be a part of the Cycle North Team, so they bought two bikes. That's what this is about for us, supporting guys that will help drive customers into our store."

After travelling down to Anaheim 3 to meet up with Adam Enticknap and see what the Seven Deuce Deuce was all about, I, like Kourtney, was instantly impressed. Right from our first handshake, his personality was warm and inviting. You could almost see the excitement surrounding him. Even though the series hadn't been going the way he wanted it to, he was eager to take to the track that day to try to make improvements. Racing inside the stadiums in the USA against the some of the best riders in the world isn't easy, and Enticknap knows this. However, he is living out his dream, and without valued sponsors like Cycle North Powersports, as well as his large legion of followers, Enticknap wouldn't be where he is today. With a personality as big as his stature, Adam Enticknap is proving that you don't need to win races all the time to find a way into the hearts and minds of this sport's fans, whether it's on this side of the border or in the USA.

As the 2015 Monster Energy AMA Supercross Series winds down and spring arrives in beautiful Prince George, Kourtney will be busy making sure her amateur team has everything they need for the 2015 racing season. There will be trips to the opening rounds of the BC Championships, and the western rounds of the Rockstar Energy Drink MX Nationals. As summer continues on, some of Kourtney's riders will travel to the WCAN in Lethbridge, AB, and then on to the largest amateur event in Canada, the 2015 Parts Canada TransCan in August.

The summer will be busy as usual, however Kourtney looks at the long days and longs hours as her way of helping out the sport she loves. "For the 2015 season, we are going to be supporting the CMRC Western Canadian Women's Nationals, the BCMA, Future West and PMA Series. We have racers in all four series, which run from April to October. Ross [Johnson] will be staying on board with us, hitting some races around Washington and maybe some local stuff here for me, awaiting Arenacross to start. We will also be running our Cycle North riding schools here in Prince George. Our instructors for 2015 are Ross Johnson, Brock Hoyer, Chris Blose and Bobby Kiniry. We're also planning on doing the Fall Fair Race, which we put on last year. It was a huge success. I'm also hoping to go to Walton again this year, and spend some time at the lake with my family."

This sport could use all of the Cycle Norths and Kourtney Lloyds it can get. These are people that look at motocross in Canada as not just a sport but as a large family. Motorcycle dealerships in this country are the backbone of this sport and we should cherish their very existence. While some may not go to the lengths of support that Cycle North Powersports does, they're all passionate about dirt bikes in their own right and they do everything they can to help riders. Whenever we get the chance, we should feel very thankful, the same way the Seven Deuce Deuce does every time he lines up at a supercross. As a media person and a fan of motocross, I personally can't wait to see what Kourtney Lloyd has up her sleeve next.

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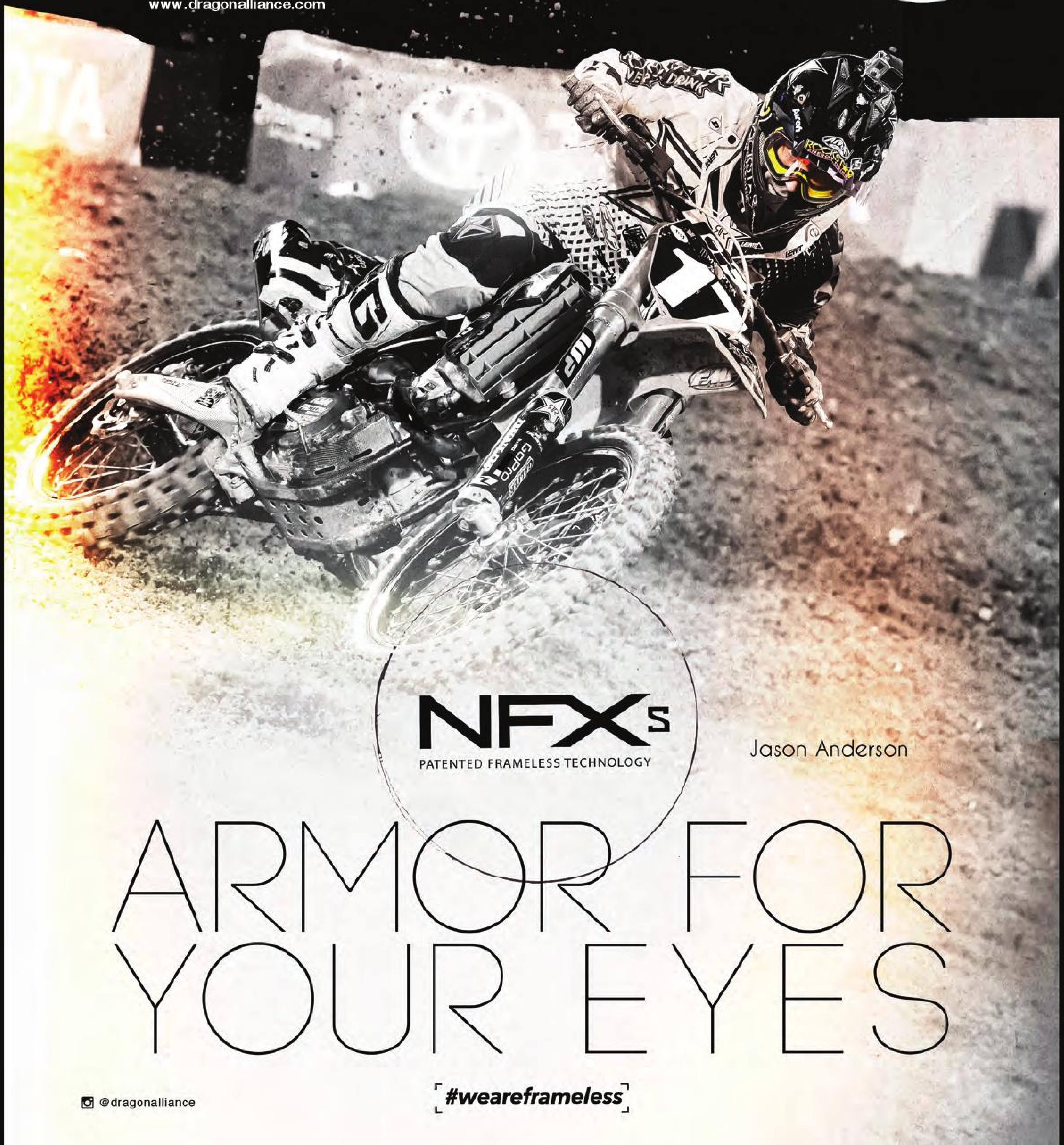

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THROUGH THE YEARS WITH

# The Keasts

BY DANNY BRAULT

## BACK IN TIME

A new feature to MXP magazine - each issue we will dig into a racer or motocross personality's photo album to see what it was that built them into the person that they are today.

## J & J PERFORMANCE

The title comes from Jamey and Jody Keast, father and uncle of current top Canadian pro, Kyle Keast. We all know about Kyle (and if you don't, Google will tell you), but what about J & J and the rest of the Keast family that helped turn Kyle into the hard working, committed and speedy rider that he is today?

This summer, Kyle, now 29-years-old, is racing for the GDR Troy Lee Designs Honda Team (pitted out of his own truck and trailer, next to the semi) and will contest all 10 rounds of the Rockstar Energy Drink Motocross Nationals. For the past two seasons, Keast has struggled with injuries and achieving the results he knows he's capable of, while also trying to grow his construction company.

For 2015, he's back on his beloved Hondas—armed with Colton's race bikes from last season, courtesy of GDR Honda—and he's been putting in many hours on the bike and in the gym at Georgia Practice Facility (GPF) this winter.

Can Keast rebound to his podium contending ways? We'll find out shortly at Whispering Pines Raceway in Kamloops, BC. If anyone can, it's Keast; he's got the heart and willpower, and in the ensuing photos, we'll discover where his overcoming-adversity-attitude has come from.

Let's go back in time with Kyle Keast and the family that influenced him...

Jamey, Kyle and Jody Keast hanging at a race in the late '80s. You notice a growing trend in the pics? Nothing but Hondas for the Keast clan!

## LOVE YOU MOM

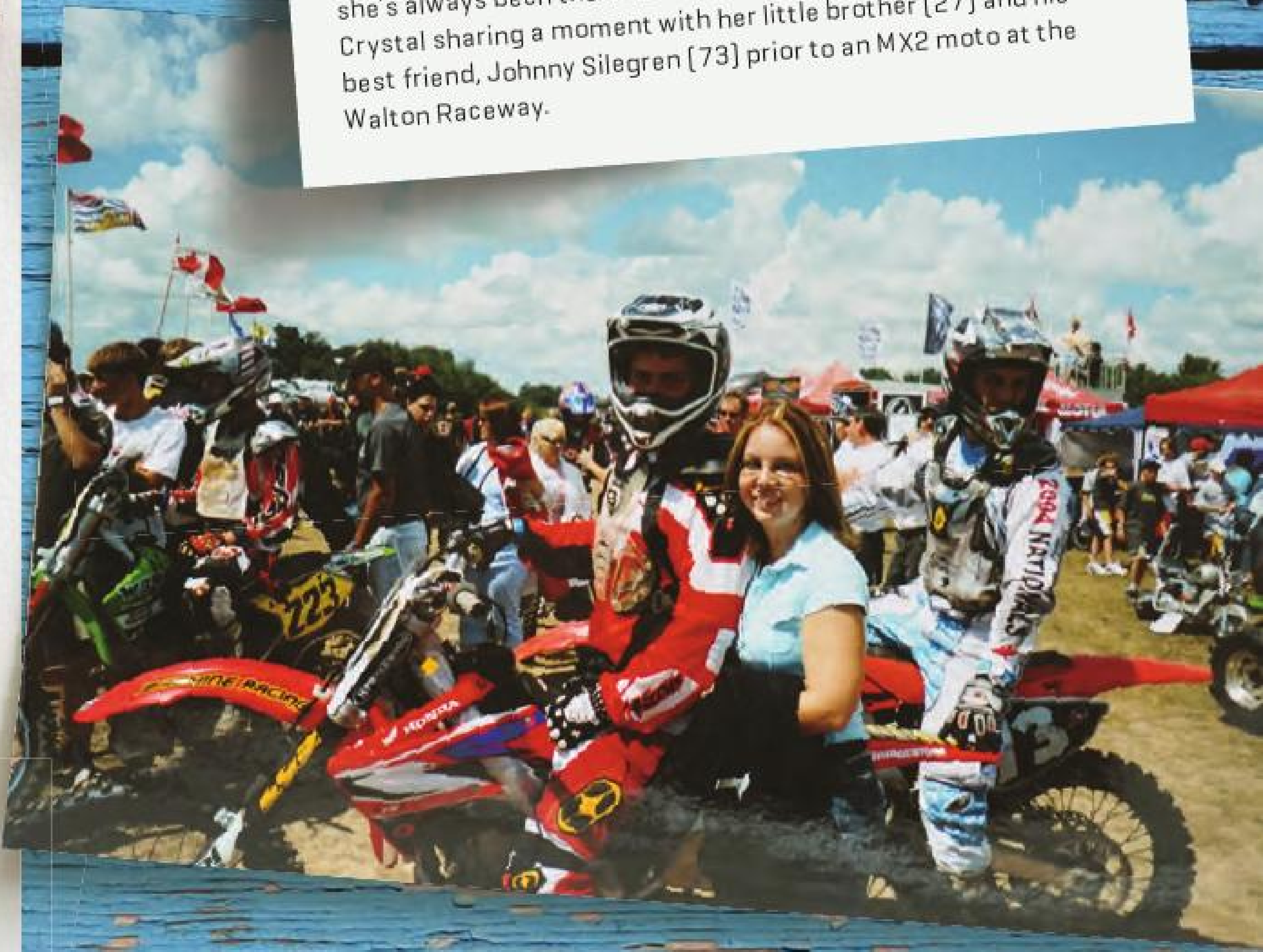
She takes care of him for nine months in her belly, and she's the one who typically spends the most time with her children in their 'child stage'. That was the case with Carol and her son, little "Kylie." You wouldn't guess it but the rough and tough, red bearded racer is a big softy at heart, and it was evident in his early years. Flipping through the Keast scrapbook, I came across many old pics of Kyle snuggling up beside his mom. To this day, Carol remains the cornerstone of encouragement and support in the Keast family. She attends every race and loves watching her son compete, although to this day she still can't watch the start of race that he's in.

## THE "LINDSAY LIGHTNING"

Ten years after Kyle's father Jamey was born, Kyle's uncle, Jody, entered the world . Now 46, Jody would get the dirt bike bug just like his older brother but not until much later in life. Despite not entering a race until he was in Grade 8, Jody quickly rose through the CMA Ontario rankings and became a hot prospect in the Intermediate class within a few short years. "I've told him [Jody] that he could have had a factory ride in Canada," Kyle suggests. "He quit too early but he was right up there at the end with guys like [Doug] Hoover and [Jeff] Surwall. He could have easily had the same support I have had or better." It's difficult to get a straight answer out of "Uncle Jodes" on why he hung up his Gaernes at the ripe age of 20, but in short, he says he was interested in getting a house and beginning another chapter in his life. Looking back at this photo brings back memories for the #801 Honda rider. "That's from the CMA days at Hully Gully," recalls Jody, who, like his brother and nephew, purchased his bikes and received support from the infamous Machine Racing. "It was 1988 but I was riding my '87 CR250. I think I went something like 3-1 that day. I would have been racing against guys like Rob Filipeck and Brian Kelly."

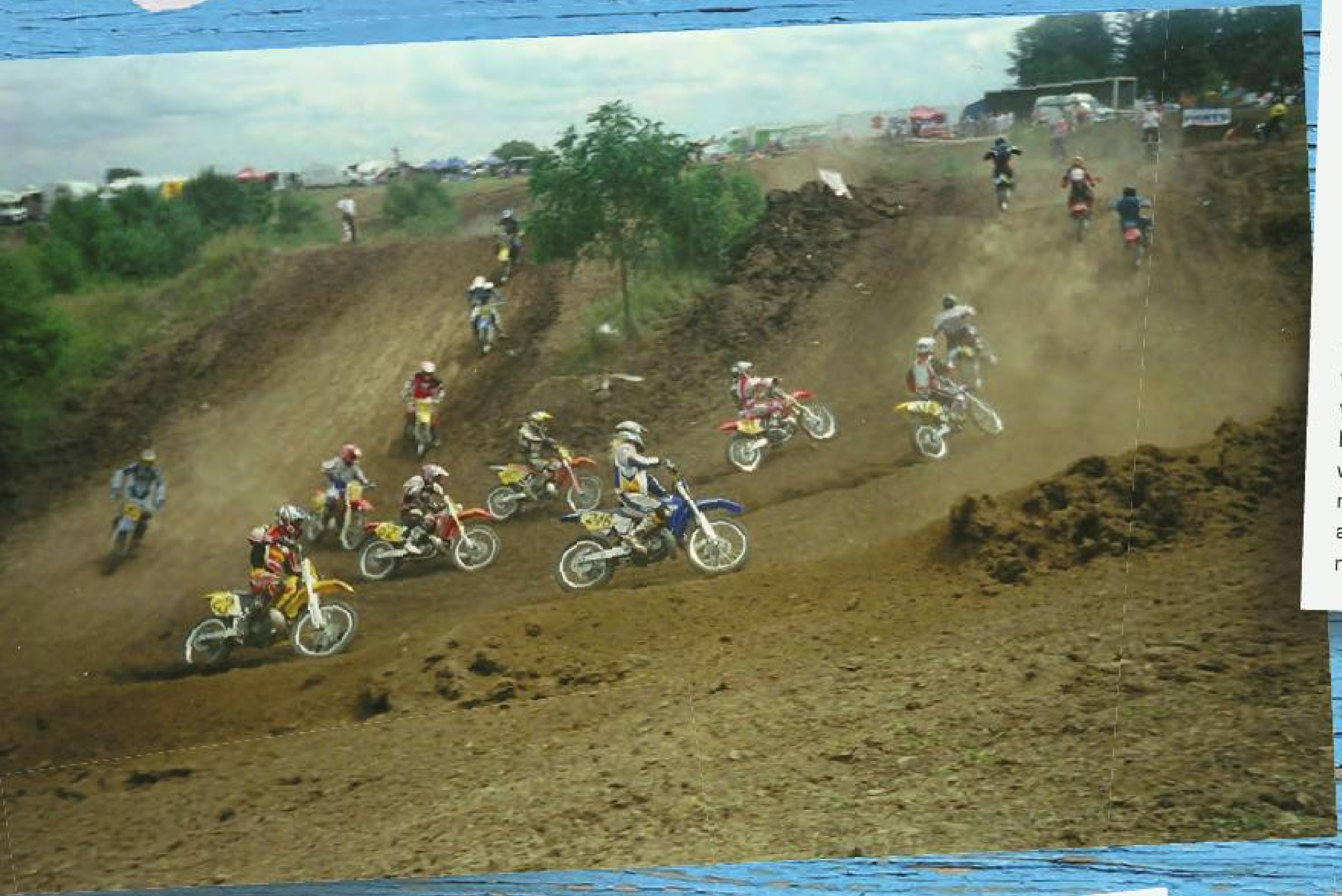
## NUMBER ONE FAN

He may not have a collection of National Championships like Colton Facciotti, but Kyle Keast continues adding to his fan base via hard work, an approachable personality and a big heart that enables him to pulverize his way through the pack, especially when the conditions get downright disgusting. So who is Keast's #1 fan? There are many of them it seems, but if I'm choosing the honour, it goes to Kyle's sister, Crystal. Two years older than Kyle, Crystal has been there at pretty much every race to support her brother, dad and everyone else in the Keast family [and their friends] who hits the racetrack. "She plays a really supportive role, whether it's making sure there's food and drinks, organizing logistics, or doing media and marketing work, she's always been there for me," says Kyle. In this pic, we see Crystal sharing a moment with her little brother [27] and his best friend, Johnny Silegren [73] prior to an MX2 moto at the Walton Raceway.



Kyle touring through the pits as a kid. To this day, he wants nothing more than to spend his time on two wheels. No hockey, no baseball or booze —just dirt bikes.

# The Keasts



## HOW MANY CAN YOU NAME?

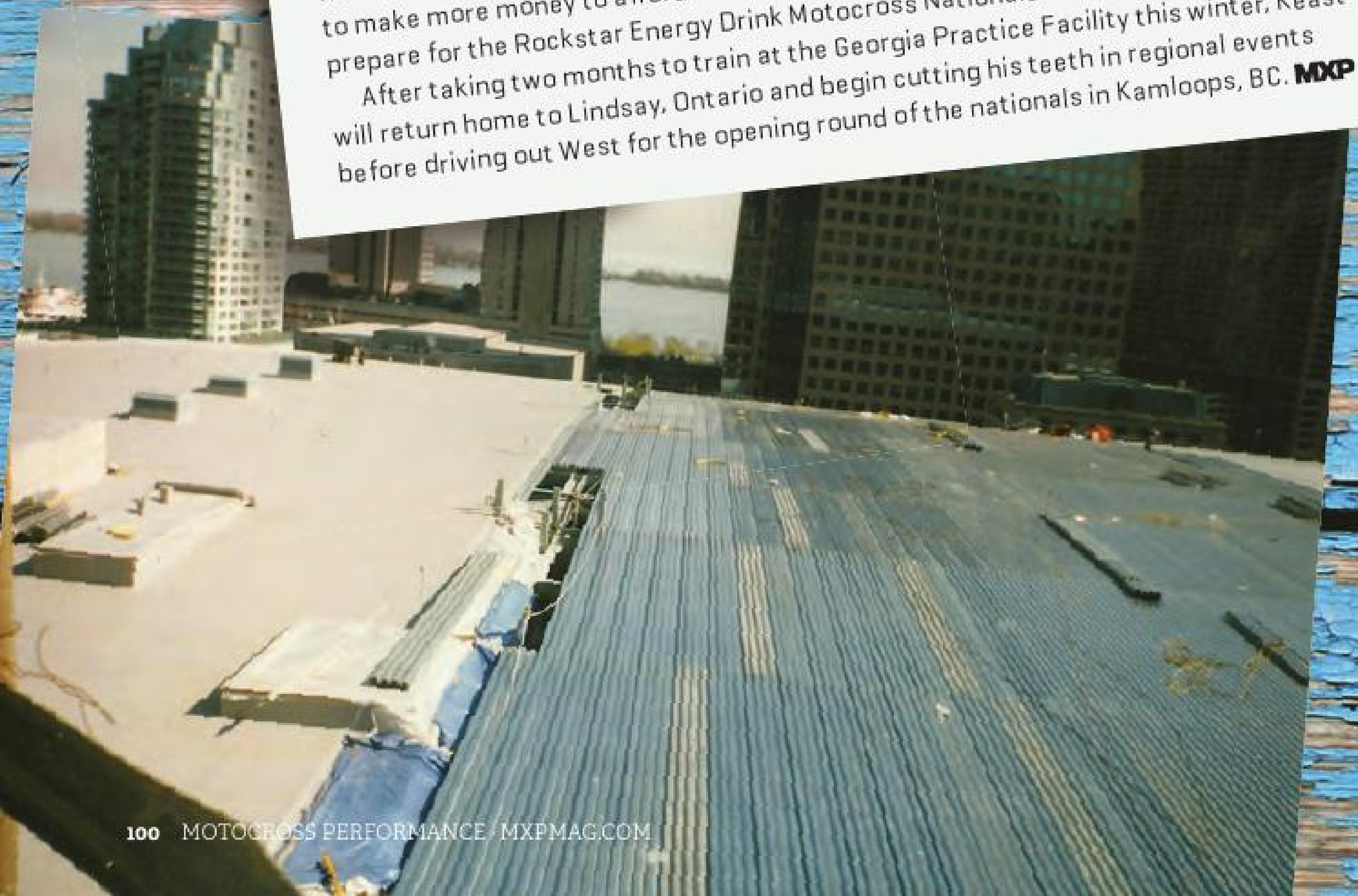
This photo was taken at the Parts Canada Walton TransCan, circa 2000, with Keast [62] battling through the pack in an Intermediate moto. How many riders can you name in this pic?

From mini-cycle classes to intermediate, Keast showed speed, talent and a strong work ethic but it wasn't until he turned pro that things started coming together for him. He wasn't a multi-time TransCan champion, but as we all know, you can win all the amateur races in the world, but it doesn't mean a thing when you trade in your yellow background for black and white. So for you amateurs who don't get to taste the winner's circle regularly, don't stress—things could take a 180 when boys begin racing against men. Or things could get worse....

## ANOTHER DAY, ANOTHER DOLLAR

Since he was 15-years-old, Kyle has been working a steady job in the metal works trade; using it as a means to pay the bills but to also finance his racing career. It's not an easy gig, trying to work all week and then play on the weekends at the National level, but Keast makes it work and he enjoys being busy. For the last four years, he's managed his own company, Keast Metal Works, and that has allowed him opportunity to make more money to afford his 'habit' but to also take time off to train properly prepare for the Rockstar Energy Drink Motocross Nationals.

After taking two months to train at the Georgia Practice Facility this winter, Keast will return home to Lindsay, Ontario and begin cutting his teeth in regional events before driving out West for the opening round of the nationals in Kamloops, BC. **MXP**



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~ DEAN WILSON ~

# THE BEST IS YET TO COME

BY CHRIS POMEROY
PHOTOS BY JAMES LISSIMORE

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# THE BEST IS YET TO COME

Since Dean Wilson won the 2011 AMA 250 Outdoor Motocross title, it's been a rocky road to say the least. Over the last few seasons, every time Dean has taken a step forward an injury has forced him to take two steps back. Heading into the 2015 season all the stars seemed to be aligned for Dean. He was finally healthy and is now part of the Red Bull KTM Factory Team alongside Ryan Dungey and Marvin Musquin. Then, just as he was building momentum in the early rounds of the supercross series, disaster struck at the test track and a mid-week crash resulted in a season ending knee injury. We caught up with Dean as he was recovering at home from the surgery to repair his knee.

**MXP: Hey Dean Wilson, how's our favourite Scottish/Canadian doing?**
DW: I'm okay now that I'm healing up a little bit. All I've been doing is therapy on my knee and trying to get this thing feeling better. I wish I had some exciting news to tell you guys, however that's all I've been doing.

**I heard from a few people, plus I saw on your Instagram, that the first few weeks after your knee surgery was pretty rough for you.**
Dude, it was gnarly for the first three weeks after the surgery. I've had surgeries on my shoulder before and they were easy compared to this. My knee just ached non-stop for days, I was in pretty rough shape. With my two shoulder reconstructions, I didn't really have to rely on pain killers to get me through, but with this knee, it was like a bad tooth ache and I had to take something. The side effect of the pain meds were that it completely took my appetite away. In just four weeks I've lost like 20 lbs of muscle; it's pretty sad really.

**Things are starting to look up now, though?**
Oh, for sure, like I said it was bad for a few weeks but now I'm on the road to recovery, and I've started therapy and riding my stationary bike so that's been good. Soon I'll be able to get on my road bike and do that so it looks as though my spring and summer will consist of therapy, road biking and just getting my knee better.

**I've thankfully never injured my knee but is it still a 4-6 month recovery process?**
I had to have my ACL and MCL repaired so it was pretty torn up. My doctors have told me that it will be a good 5 or 6 months before I'm able to ride, so sometime in July or August I'll hopefully be back on the bike. Also, I'm not going to rush it, there's no point, I'm still young so I want to heal up really well before I try to ride. This injury has definitely ruined what I thought was going to be a good season, but that's life. It's a tough sport and sometimes you get injured.

**Before we talk about how your season was going prior to the injury, how exactly did you injure your knee? Was it an actual crash?**
Yes, I crashed at the test track, and during the crash I stuck my leg into the ground and immediately knew I'd done something bad. At first I thought I'd broken my lower leg, but then when I tried to walk around my knee kept locking up. It was just a bad deal all around and a crappy way to end my season.

**Up until the crash you were starting to gain some momentum in the supercross series and figure some things out.**
Yes, the series didn't start off that well and I'm not really sure why. I worked so hard in the off-season so I knew I came into the first race in Anaheim ready to go, but then in the first few races I rode really tight. It was a little frustrating because I'd have a great practice time and a decent heat race, and then during the main I'd tighten up.

**Do you think maybe that it was a case of just being nervous in those opening rounds?**
I think so, every rider is different and for me it just took a few rounds to get going. I know it's easy to say now but I think my speed was as good or a little better than Cole Seely and Jason Anderson, and they were able to get on the podium. I know that if I hadn't got hurt I could've had a great second half of the series.

**We've seen the success that Ryan Dungey has had on the new KTM 450 so you definitely had a good bike under you. How was everything going on the Red Bull KTM Factory Team?**
Ya, the new bike is awesome and Ryan is certainly proving that. When I first started riding for KTM I was riding the old bike and I thought it was good, but then I got on the new one and I was blown away by how good it was.

**Please correct me if I'm wrong but you signed a two year deal?**
I did, thankfully! It definitely takes a little stress out of healing up knowing that I don't have to rush back to prove myself to somebody so I can get a ride next year. The team has been so supportive with me since my injury so I do feel lucky that I'm part of the KTM family.

**Well, I think I can speak for all of Canada when I say that we all can't wait to see you back out on the track. I know you follow Canadian moto still so you know that right now we have a large group of really fast kids who seem destined for stardom. You were in their shoes a long time ago. What advice would you give to these kids who one day want to be a USA factory rider?**
That's a good question, Chris. Obviously, every

> *"I came into the first race in Anaheim ready to go, but then in the first few races I rode really tight. It was a little frustrating because I'd have a great practice time and a decent heat race, and then during the main I'd tighten up."*

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rider is different and what works for one may not work for the other one. However, my advice would be that as good as the racing is right now in Canada, and trust me it's even better now than when I was there, but if these kids want to make it down here then they have to, at some point, move down here. That is what we did and it really made the difference, and it's why I was able to get onto Team Green and then eventually with Pro Circuit.

I know the Canadian kids come down here and do a lot of racing, but it's not just the racing, it's the environment, it's the practicing with the other fast kids during the week. I think you need to do all of this to really feel comfortable when it counts at the big races. In the meantime, I think when Canadians come down here they really need to just focus on having that one breakout ride at the right time, when the right people are watching.

**Kind of like you did at the 2007 US Open when you raced in the Super Mini class on a Yamaha?**
[Laughs] You remember that race? That was definitely my breakout ride. I rode well that weekend and lucky for me Dave Gowland was there to see it; he was running the Team Green program back then. He really pushed hard for me to get on Team Green and then he went to bat for me with Mitch [Payton] to get me on the Pro Circuit Team. I owe Dave a lot, he's really helped get me to where I am today.

**Going back to your days as a mini rider in Canada, what are some of your favourite memories?**
You know, since my injury I've obviously had a lot of time to think about things. You know what it's like when you're down and your mind really begins to work overtime. My point is that I've been thinking a lot about the old days and I'd say that the Thursday night motos we used to do at the Blackfoot track back in Calgary were fun. Back then there was no stress or pressure, just my Dad and I out riding on a Thursday night. Those days were definitely special.

**Obviously we see all the good parts about your occupation, however other than the training and the injuries, is it hard being a factory rider?**
I think it can be sometimes, especially when you're young and you get a lot given to you before you're ready. I know for me that when I won my outdoor title I all of the sudden had a lot of new friends, and then when I started getting injured those so called friends were not there anymore. I think that's all part of maturing and growing up a bit. In my case, I learned pretty quick who my real friends were and I'm better off for it. When you spend your youth dreaming of a goal and then you reach that goal, it can definitely take some time to process it and then quickly make a new goal. I can handle all of the training and the work and everything else that comes with my job, that's what we're trained to do.

**Dean, thanks so much for taking the time to** speak with us while you're healing up. You should take some time this summer and come up to Canada to catch a race?

That's a good idea, I'll try to make that happen. It would good to come up and see my family and everyone at the races.

**Well, all the best in your recovery and we can't wait to see you back on the track!**
Thank you very much, I'll be okay. We'll get through this and come back stronger than ever. **MXP**

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## SHIFT CONCUSSION MANAGEMENT AND CMRC ANNOUNCE

# NEW PARTNERSHIP!

As is the case with all motorsports, there are risks associated with competing at high speeds. Everyone knows motocross has its fair share of injury when a rider loses control and hits the ground. When we do have a crash sometimes the point of impact is your head. Although all of us are, or should be, wearing very high quality helmets, the impact is sometimes able to penetrate the shell of the helmet and we suffer a concussion. This doesn't just apply to amateurs, it is an injury that occurs to even the best pros in the country.

Our national MX1 champion, Colton Facciotti, suffered a head injury at the Calgary round of the nationals, which sidelined him for the majority of the series. A former national champion, Marco Dubé, had a career ending concussion while practicing for the Montreal Supercross, one of several that he experienced throughout his career. Even five-time champion Jean Sebastien Roy had to sit on the sidelines and wait for his head injury to subside before returning to action.

MXP's Editor, Chris Pomeroy, former national #3, shares his experience with concussions. "Years ago when I was racing, concussions were equally as dangerous, however they were treated quite differently. The old adage was that if you were able to count how many fingers the person in front of you was holding up that meant you were good to get back on the bike and go again. I happen to be one of the lucky riders because after I suffered my first big concussion in 1997, I had access to some very good advice. My Sports Medicine Doctor at the time was very aware of the dangers of concussions so he was very cautious in his approach to treating me. He also ordered a CT Scan so I could have a base scan of my brain on file for future reference. Although I remember feeling very frustrated having to be off the bike while my concussion healed, I knew it was for the best, and I knew that my very knowledgeable doctor would give me the green light when he thought I was ready."

One of the most important investments to make is a high quality helmet that absorbs the majority of the impact. The price tag may seem a little steep for a top quality lid, but when it is put to use you are sure glad that you paid the price.

In the past, riders suffering a head injury would typically visit their family doctor. That is a good first step to take, however there are now specialists that focus on head injuries and concussions.

Canadian Motosport Racing Corporation (CMRC) is taking the next big step in protecting their athletes by partnering with Shift Concussion Management. This partnership will help with the development of CMRC's overall concussion management protocols as well as bring awareness about concussions to motocross racing.

CMRC wants to ensure they are doing everything in their power to ensure all riders across Canada have access to the most comprehensive concussion care in the country. With the help and partnership of Shift Concussion Management, this is possible.

CMRC will introduce neurocognitive baseline testing to all riders from casual to amateur and professional racers. Shift and CMRC both agree that the most important aspect of an effective concussion protocol is a clear guideline on what to do and where to go if an injury

MIKE BROWN
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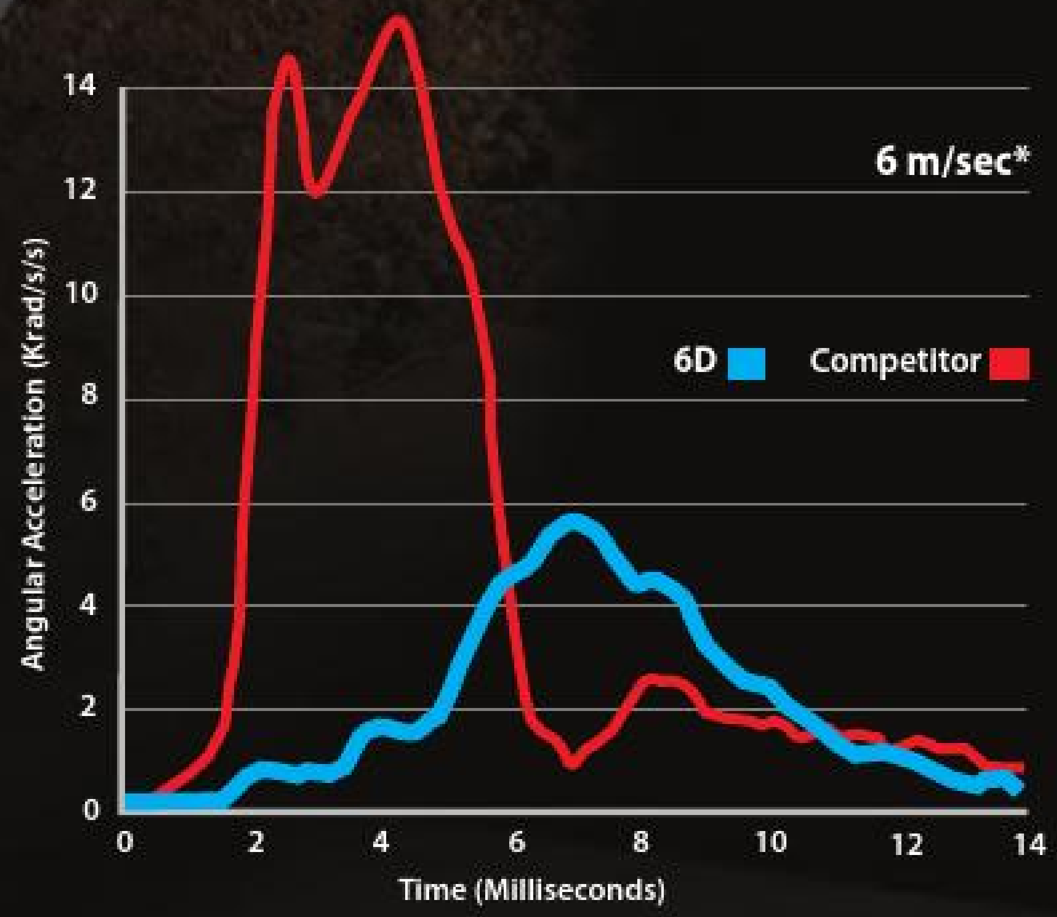

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Over the years, Colton Facciotti unfortunately suffered a few concussions, however he took the proper steps to recover and to make sure he was healthy before returning to competition.

does occur. This being said, CMRC will be working with Shift to develop a protocol specific to our sport.

Concussions can be difficult to diagnose and test for, which is why many health professionals recommend that individuals at-risk obtain a baseline test prior to engaging in high-risk activity or athletic performance. A baseline test gives health professionals a point of reference or "snap shot" of an individual's cognitive and physical function so that if he/she were to sustain a concussion, the post injury results can be compared to the baseline test. Having a baseline test helps health professionals more accurately gauge the severity of the injury, objectively monitor recovery, and determine when it is safe for the individual to return to racing. Having a baseline test performed takes approximately 30 minutes and costs between $20 and $50, a small price to pay for your health.

Colton Facciotti knows the importance of baseline testing. "I didn't have my first baseline concussion test until after I had already suffered one. However, from that initial test, they were able to use it for further tests to make sure I was healing and didn't try to return to racing too soon. I think it's a good thing for our sport, though, and every rider should go in and get tested as soon as they can."

Over the past year, Shift has trained and certified over 150 practitioners in over 85 clinics across the country. These clinics act as a significant resource and asset to sport organizations and injured individuals in their respective communities. Each certified Shift practitioner has taken time from their busy schedule to attend a Shift certification course, and partner with them to help reach the goal of offering proper and consistent concussion care.

Shift Concussion Management is a rehabilitation and educational concussion management company offering the best available concussion education, training and management strategies in Canada. They employ a *multifaceted* approach, with several important pillars for the complete management of concussions: education, awareness, baseline testing, physical testing, therapeutic strategies and return-to-play preparation. They continue to develop and refine concussion management protocols that can be made accessible to youth and adult athletes across the country. Shift Concussion Management is also a proud supporter of stopconcussions.com, a globally recognized concussion awareness organization.

So what is a concussion? It's a type of brain injury caused by a blow, "jolt" or bump to the head. It is a serious form of head trauma that requires proper attention and care to prevent further injury and long term impairment.

If a concussion is suspected...

The racer is pulled from the race and does not return for the day.

The racer should be monitored by staff (manager, race crew, etc.) until accommodations can be made with parents/guardian/ spouse and should not be left alone.

The racer should see a medical physician as soon as possible for early diagnosis and care instructions.

After a visit with a physician, the racer/family should contact a Shift Concussion Certified clinic to make an appointment for an initial assessment and continued management. Visit www.shiftconcussion.ca to find a Shift Certified Practitioner closest to you. A Shift Practitioner will complete follow-up testing that can be compared back to the racer's baseline.

For the first 48-72 hours both cognitive as well as physical rest are very important. Some strategies include: no TV, no texting, and no physical activity. The racer may have to be away from school or work and may need academic/work accommodations upon their return.

Follow-up reporting regarding the racer's recovery and required accommodations will continue (by Shift Practitioner/Physician). Management may include rest strategies, modified school requirements, specialized rehabilitative therapy, and other strategies.

Prior to return-to-race, a Shift Concussion Therapist will help the racer through a progressive, individualized physical exertion (exercise) protocol. Protocol includes several stages of increasing difficulty to ensure symptoms do not return.

Upon discharge from Shift's Program, a report will be sent to the Physician to aid in the final return-to-race decision and signing of any forms the school or work will need.

After completing the above protocol, racers are able to return to sport participation.

These procedures are not mandatory with CMRC, however they are strongly recommended for all racers to follow for their own safety.

In the good ol' days, concussions were not treated properly in sport. With the awareness of head injuries and their long term effects becoming much more prevalent in all sporting communities, it is best to treat the injury seriously for your continued health.

If you suspect you have sustained a concussion, please call **1-855-223-1002** to find a clinic closest to you.

For more information please visit www.shiftconcussion.ca. **MXP**

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# Training With A Purpose

WITH DREW ROBERTSON
PHOTO BY NICK HILL

Motocross and the sports specific training trap!!

We need to train very specifically for motocross, you need a very-defined set of skills, and have the ability to move through certain motions. Ever heard this?

Recently, we have seen a rise in the "knarly" factor, or the rise in intensity and the need to push yourself to the max each and every time!!! It's important to test yourself and push limits, for sure, but the question is do we need to train specifically for a sport and at our max all year round?

Let's look at motocross in terms of conditioning and race performance.

1. You have an average skill level on the bike, focus a great deal of your time and energy on training, and are in great shape. You'll be able to run a great pace the entire race, but that pace and lack of skill might not put you at the front.

2. A highly skilled rider, on the other hand, who spends all his time riding but not training, will be or has a better chance of being the fastest guy out there, but risks injury due to muscle imbalance and the chance of getting tired at the end of a race.

I will tie it all together for you here in a minute; first I want to touch on how I break down sports. I take the sport and break it down into smaller variables, qualities and the relationship to the absolute maximum of each quality. Qualities are those things that we strive for in training; flexibility, stability, power, speed, joint mobility, hypertrophy - the list can take up sheets of paper! The relationship to absolute maximum can then be drawn. For example, take an Olympic or competitive dead-lifter - they would need to be as close to maximum in terms of strength, hip stability, and joint stability. A long distance runner or Olympic marathoner would need to be close to their maximum in terms of VO2, and not close to his maximum in strength. In order to train for our sport, we need to determine what qualities we need to be at our best, and work towards practicing and training towards those goals.

The first statement I made then is true, we need to train specifically for the sport of motocross!

**HOLD UP!!**

Let's take a look at athletic training and how things have progressed, so-to-speak.

"America got into 'sports specific' training 15 to 20 years ago and forgot the fundamentals," stated leading sports physical therapist Gray Cook, RKC. "This created throwing athletes without legs and running athletes who could not do a single push-up correctly. It created swimmers who could not control their body on dry land and cyclists who could not stand up straight." Soviet sports science made it clear: Premature overspecialization delivers a quick increase in performance followed by stagnation.

Extensive research and experimentation have demonstrated that athletic specialization must be supported by all-around preparation. That means general physical preparation (GPP). GPP is not limited to a couple of subtypes of endurance, but encompasses a wide range of physical attributes, including strength, joint mobility, work capacity, etc. What makes GPP different from SPP is its aim to "perform any physical work more or less successfully," according to Professor Nikolay Ozolin, as opposed to improving strength or another quality specific to a given sport or task. SPP is what we know as sport- specific training.

In other words, yes we need to address and identify areas we need to work, in terms of our own weaknesses, as well as work on certain skills as mentioned above to preform and excel in the sport of motocross. We need to understand that we first need to become better athletes and have a solid foundation. GPP should be a large portion of your early season programing.

What does GPP look like in terms of exercises? It will differ from athlete to athlete. As mentioned above, you can use this period of training to overcome and address imbalances in the body.

Some of the general exercises that I typically use during the GPP phase are:

- Plank
- Pull-up/chin-up
- Push-up
- Jump rope
- Kettlebell or dumbbell goblet squat
- Kettlebell get-up
- Kettlebell sumo deadlift
- Kettlebell swing
- Barefoot Deadlift
- Side-step swing
- Triple extension kettlebell swing
- Farmer's walk (single side)
- Bottom-up racked kettlebell walk
- Waiter's walk
- Kettlebell or dumbbell "batwing" (bench row for rhomboids) or TRX® body row
- One-arm dumbbell or kettlebell bench or
- Floor press (the free hand is not holding on to anything)

A quick note on preforming the plank; a while back, a colleague of mine asked me how to do an RKC plank.

Basically, he had me get into my normal plank position and then made adjustments. First, he had me place my elbows slightly further out in front of me and closer together to increase the lever arm length and reduce the width of the base of support. He then had me forcefully lock out my knees by contracting my quads. Finally, he had me contract my glutes as hard as possible to the point where my pelvis posteriorly rotated. These adjustments left me quivering like a schoolgirl. I highly recommend experimenting with this new variation, as it blows away the core activation of a normal plank. (In fact, I suggest you stop reading right now, drop down to the floor, and try it for yourself.)

During this phase, we can work on some aerobic base building as well. We want to make sure that the athlete is recovering properly and given enough recovery to adapt. Yoga and recovery techniques such as recovery showers and foam rolling are stressed during this phase. Training for motocross needs to be specific not only to you but to the sport. Make sure, however, that you build a good base. Not just this season but every season make sure to include a GPP phase in your training calendar.

If you have any questions, please contact me at: drew@evolvednutrition.com MXP

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- CTi can be manufactured to be shorter, longer, thicker or thinner based upon your height and weight.

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# Looking Into The Crystal Ball

WITH ANDY WHITE
PHOTO BY JAMES LISSIMORE

Who is going to win the MX1 class at Round One of the Rockstar Energy Drink Motocross Nationals in Kamloops in 2015? Well, that's a good question. There are a lot of factors to look at prior to the first round. Let's have a look at who is coming up and who has put the time in to win the series. MX1 is going to be pretty exciting this year. Brett Metcalfe is on his way back after missing out on running his #1 last year. Metty is a veteran at this game and he knows what it takes to be ready. I liked how he only committed to six rounds of the 2015 supercross program. That leaves plenty of time to focus on the outdoor testing. I am sure Brett has his Monster Kawasaki pretty well dialed in by now. The next step in his program is to get the body prepared for outdoors. You don't want to speak too soon going into a ten round series, but I feel that Brett will be a major factor in this year's series. He knows the tracks and where all the Tim Hortons are. He will be ready.

Then we have GDR Honda's Colton Facciotti. You can't count this four-time Canadian champ out. Colt showed all of us that even with a new team he was ready for the series last year. He wasn't the fastest rider on the track but he was the most consistent by a mile. I am sure he knows that 2015 is going to be a tough one, but I also know Colton will be confident and focused for another season. It's going to be difficult to wrestle that #1 from him this year.

We have KTM/Royal/Fox's Cole Thompson back in the picture for 2015, and the reports I have heard are that he is focused and hungry for a championship. The Thompson family has been at this game for a very long time. I can bet that Cole has all the tools to win this series, and he will be one tough customer this season. Look at when he replaced Colton in 2013; Cole was a major factor in the east. I just hope that pond in Moncton is covered up! There is only one little hiccup in his program - Cole has never ridden the western tracks before. Yes, Cole is a pro and it shouldn't take him long to figure out the layout and the good lines, however, I can tell you, it's not that easy. Cole will need to look at the big picture. You can't win the series at round one, but you sure can lose it if you're not prepared. Cole has his team manager, JSR, to help him out. I can see Cole coming out of the west with podium results, then watch out in the east boys!

Matt Goerke is back and will be a force to deal with on his Rockstar OTSFF Yamaha. This veteran rider has put a lot of laps on the Canadian tracks in the past. As a past MX1 Canadian Champion, Matt knows what it takes to win a series. Matt is coming off a really solid winter program competing in the AMA Arenacross series. We saw back in 2012 that Matt was the guy to beat. Looking at those results you can see that Matt is more comfortable in the east, but with his years of experience he is also confident on hard pack tracks too. Let's look at the rest of the MX1 riders in the series.

Tyler Medaglia is one rider that needs a good start to the series. I believe this could be the year. Round one is on a track that Tyler has had some success in the past. Let's hope he has that Parts Canada Husqvarna dialed in. I don't think we have to worry if Tyler will be in shape or not, he is proving that at the GNCC races.

Teddy Maier will have the #5 on his Monster Kawasaki again. I am sure he is looking to have a better year in 2015.

Bobby Kiniry is coming off a good winter training program. I know his results will be better this season.

Let's not forget some of the 450 rookies that will mix it up this year:

Dylan Kaelin, Nathan Bles and Ryan Millar. I hope we see the old school, hard-charging, never-give-up Kyle Keast in the top ten.

I am excited to see how Kyle will do this summer. You can never count out The Dozer. Now that I have reviewed who is in and ready, predicting the results is not that easy. I think it's going to be either Brett Metcalfe or Colton Facciotti on the top of the box, but I have this funny feeling Cole Thompson will surprise everyone. See you at Round One. **MXP**

> *"I also know Colton will be confident and focused for another season. It's going to be difficult to wrestle that #1 from him this year."*

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- 4-POSITION HANDLEBARS
- 2-POSITION FOOTPEGS

Kawasaki strives to give you the closest experience to a factory ride. Proven champion and a potent track weapon in the hands of any serious rider, the KX450F's powerful performance pushes riders to the front of the pack. The proof? It's on the podium.

KX

THE BIKE THAT BUILDS CHAMPIONS.

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